

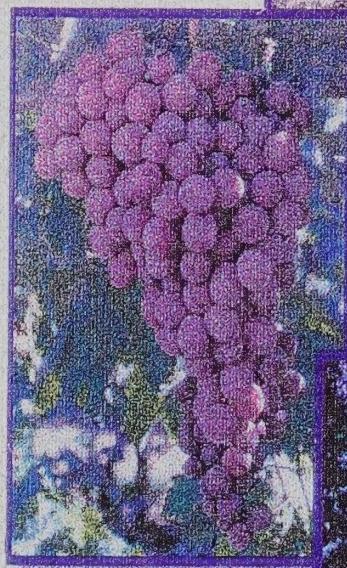
00 01503

City of Dinuba

General Plan Update

INSTITUTE OF GOVERNMENT
STUDIES LIBRARY
DEC - 8 2000

UNIVERSITY OF CALIFORNIA



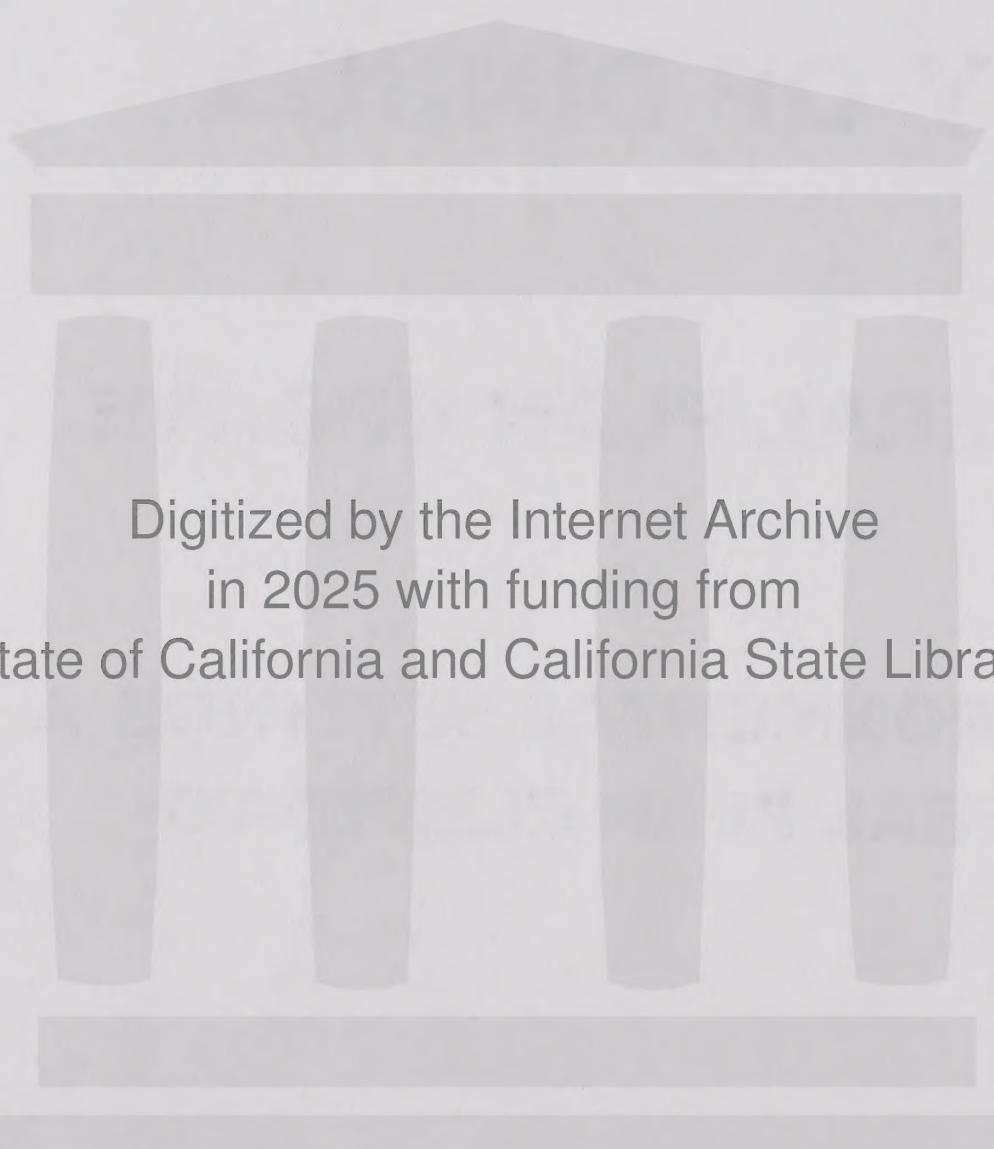
QUAD

CITY OF DINUBA

GENERAL PLAN UPDATE

ENVIRONMENTAL SETTINGS & GENERAL PLAN ELEMENTS

October 28, 1997



Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

<https://archive.org/details/C101692788>

City of Dinuba City Council

Raymond K. Millard, Mayor
Barbra Lankford, Vice Mayor
Andres Lopez
John de la Montanya
Tom Payan

City of Dinuba Planning Commission

Emilio Morales, Chair
Jack Mullen, Vice Chair
Ed Abair
Jose Gomez
Paulie Romero

General Plan Steering Committee

John de la Montanya, City Council
Ed Todd, City Manager
Stan Carrizosa, Superintendent, Dinuba Public Schools
Nancy Harris, Former Chair, Dinuba Planning Commission (1996)
Wanda Jones, Dinuba Chamber of Commerce
Dan Lewis, Asst. Superintendent, Dinuba Public Schools
Toni Marshall, Assistant City Manager
Dan Meinert, Community Development Director
Jack Mullen, Vice Chair, Dinuba Planning Commission (1997)
Beverly Keel-Worrell, Dinuba Elementary School Board

Dinuba City Staff

Ed Todd, City Manager
Toni Marshall, Assistant City Manager
Dan Meinert, Community Development Director
Ed Paz, City Planner
Paul Magyar, Building Official
Karen Thorsett, Deputy Dept. Mgr., Community Development Dept.

General Plan Consultant

QUAD Consultants
5110 W. Cypress
Visalia, California 93277
(209) 733-0440

in association with
Applied Development Economics
Brown-Buntin Associates
Crawford Multari & Clark
Transportation Planning Group

Adopted by the Dinuba City Council

Resolution 97-50
October 28, 1997

CONTENTS

CHAPTER 1.0 – INTRODUCTION

1.1	Overview of the Update Process	1-1
1.2	Basis for the General Plan	1-2
1.3	Issues of Importance	1-2
1.4	Organization of this Document	1-3

CHAPTER 2.0 – ENVIRONMENTAL SETTING AND BACKGROUND

2.0	Earth	2-1
2.0.1	Project Location and Description	2-1
2.0.2	Topography	2-1
2.0.3	Geology	2-1
2.0.4	Earthquakes and Related Effects	2-2
2.0.5	Soils	2-2
2.0.6	Mineral Resources	2-4
2.1	Climate and Air Quality	2-4
2.1.1	Climate	2-4
2.1.2	Air Quality Standards	2-5
2.1.3	Air Quality Monitoring Data	2-7
2.2	Hydrologic Conditions	2-8
2.2.1	Surface Waters	2-8
2.3	Biological Resources	2-10
2.3.1	Natural Communities	2-10
2.3.2	Agricultural Communities	2-12
2.3.3	Sensitive Species	2-13
2.4	Noise	2-17
2.4.1	Noise Sources	2-17
2.4.2	Background Noise Level Survey	2-18
2.4.3	Major Stationary Noise Sources	2-18
2.5	Light and Glare	2-21

2.6	Existing Land Use	2-21
2.6.1	Specific and Community Plans	2-21
2.6.2	Resources: Natural Features and Environmental Resources to Conserve	2-21
2.6.3	Visual Resources	2-22
2.6.4	Existing and Future Parks and Recreation Resources	2-24
2.7	Public Safety	2-24
2.7.1	Risk of Upset	2-24
2.7.2	Fire Protection	2-26
2.8	Population	2-26
2.9	Housing	2-27
2.10	Transportation and Circulation	2-27
2.10.1	Existing 1988 General Plan	2-27
2.10.2	Opportunities	2-28
2.10.3	Development Issues	2-28
2.11	Public Services and Utilities	2-29
2.11.1	Law Enforcement	2-29
2.11.2	Solid Waste Disposal	2-29
2.11.3	Health Services	2-29
2.11.4	Schools	2-30
2.11.5	Water Supply	2-31
2.11.6	Wastewater Disposal	2-34
2.11.7	Storm Drainage	2-39
2.11.8	Utilities	2-44
2.11.9	Tulare County Library System	2-46
2.11.10	Public Transportation	2-46
2.11.11	Other Public Facilities	2-46
2.12	Social and Economic Factors	2-46
2.12.1	Growth Potential in Regional Economic Base Industries	2-46
2.12.2	Growth Opportunities Through Import Substitution	2-48
2.12.3	Options for the Industrial Development Strategy	2-51
2.13	Cultural Resources	2-51
2.14	Other Plans and Policies	2-51
2.14.1	Present Dinuba General Plan	2-51
2.14.2	Adopted Plans and Policies	2-52
2.14.3	Present City Land Use Controls	2-52
2.14.4	San Joaquin Valley Air Quality Attainment	2-52

2.14.5	Tulare County Policy Plan	2-52
2.14.6	Redevelopment Planning	2-53
2.14.7	1990 Regional Transportation Plan	2-53
2.14.8	Hazardous Waste Management Plan	2-53
2.14.9	Rural Valley Lands Plan	2-54
2.14.10	Urban Boundaries Element	2-54

CHAPTER 3.0 – LAND USE ELEMENT

3.1	General Plan, Zoning Consistency and Plan Administration	3-1
3.2	Residential Land Use	3-4
3.3	Commercial Land Use	3-7
3.4	Industrial Land Use	3-11
3.5	Public and Institutional Land Use	3-14

CHAPTER 4.0 – CIRCULATION ELEMENT

4.1	Roadway Classification, Standards	4-1
4.2	Street Improvements	4-8
4.3	Maintenance/Construction	4-9
4.4	Traffic Safety	4-9
4.5	Alternative Transportation Modes	4-11
4.6	Bicycle Facilities	4-12
4.7	Pedestrian Facilities	4-12
4.8	Rail Service	4-13
4.9	Safety Standards	4-14
4.10	Parking	4-14
4.11	Transportation System and Congestion Management	4-15
4.12	Maintenance and Integration	4-15
4.13	Truck Route and Truck Parking	4-16

CHAPTER 5.0 – OPEN SPACE, CONSERVATION AND RECREATION ELEMENT

5.1	Agriculture	5-1
5.2	Natural Resources	5-2
5.3	Recreation	5-3

CHAPTER 6.0 – URBAN BOUNDARY ELEMENT

6.1	Urban Boundaries	6-1
6.2	Growth Policies	6-2
6.3	Growth Management Coordination	6-2

CHAPTER 7.0 – COMMUNITY DESIGN ELEMENT

7.1	Gateways/Streetscape Design	7-1
7.2	Residential Development	7-2
7.3	Commercial and Industrial Development	7-4

CHAPTER 8.0 – NOISE ELEMENT 8-1

CHAPTER 9.0 – PUBLIC SERVICES AND FACILITIES ELEMENT 9-1

9.1	Wastewater and Treatment Plant, Sanitary Sewer, Storm Drainage	9-1
9.2	Health Care Facilities	9-3
9.3	Local Government Facilities and Services	9-4

CHAPTER 10.0 – SAFETY ELEMENT 10-1

10.1	Structural Safety Treatment Plant, Sanitary Sewer, Storm Drainage	10-1
10.2	Education and Disaster Preparedness	10-3
10.3	Environment	10-4
10.4	Management and Funding	10-4
10.5	Public Safety Standard	10-6

CHAPTER 11.0 – HOUSING ELEMENT 11-1

11.1	Affordable Housing	11-1
11.2	Maintaining the Housing Environment	11-2
11.3	Housing Locations	11-2
11.4	Maintenance of Existing Housing	11-3
11.5	Safe and Decent Housing	11-4
11.6	Energy Conservation	11-5

APPENDICES

Appendix A	Planning Principles
Appendix B	References

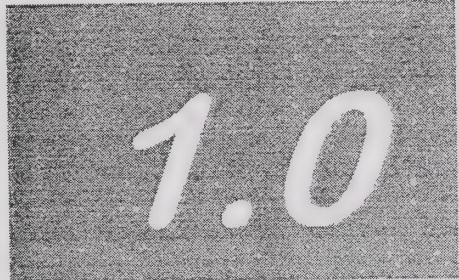
LIST OF TABLES

Table 2-1	General Soil Characteristics within the Dinuba Planning Area	2-4
Table 2-2	Sensitive Species of the Central Valley which Potentially Occur Within or Near the Dinuba General Plan Area	2-15
Table 2-3	Population Projects Based Upon Existing Trends	2-26
Table 2-4	Dinuba Public School System Enrollments and Design Capacities	2-30
Table 2-5	Analysis of Growing Industries	2-47
Table 2-6	Potential Growth for Agricultural Supplier Industries, Tulare, Fresno, and Kings Counties	2-49
Table 3-1	Plan Consistency Table	3-2

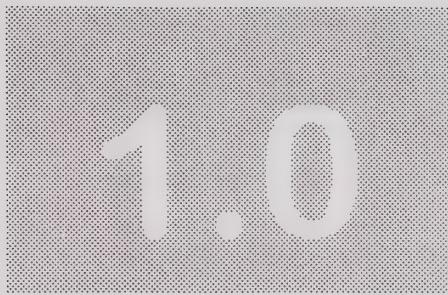
LIST OF FIGURES

Following
Page

Figure 1-1	General Plan Designations	1-3
Figure 2-1	Project Location	2-1
Figure 2-2	Topographic Features	2-1
Figure 2-3	Soils	2-3
Figure 2-4	Flood Zones	2-9
Figure 2-5	Background Noise - 1877 E. Mountain View Way	2-18
Figure 2-6	Background Noise - 660 Harvard Avenue	2-18
Figure 2-7	Background Noise - 922 Eaton Avenue	2-18
Figure 2-8	Background Noise - 758 Bloomingdale Way	2-18
Figure 2-9	Zoning Map	2-21
Figure 2-10	Specific Plan Land Use Map	2-21
Figure 2-11	Agricultural Preserves	2-22
Figure 2-12	Vacant Properties	2-27
Figure 2-13	2015 Average Daily Traffic	2-28
Figure 2-14	2015 Level of Service	2-28
Figure 2-15	Water Lines	2-33
Figure 2-16	Sewer Lines	2-36
Figure 2-17	Storm Drain Lines	2-43
Figure 2-18	General Plan Designations	2-52
Figure 2-19	Urban Boundaries	2-53
Figure 4-1	Proposed Truck Route	4-16



INTRODUCTION



INTRODUCTION

The General Plan is a long-term, comprehensive framework to guide physical, social and economic development within a community's planning area. Dinuba's General Plan is a long-range guide for attaining the City's goals within its ultimate service area and accommodating its population growth to the year 2020. A comprehensive document, it coordinates all components of the City's physical development and sets objectives, policies and standards which guide future growth within the City's planning area.

1.1 Overview of the Update Process

In July of 1996, the City Council of the City of Dinuba authorized an update to the City's General Plan and associated elements including Land Use, Circulation, Open Space and Conservation, Urban Boundaries and Growth Management, Noise, Community Design, Public Services and Facilities. The remaining mandatory elements, Housing and Safety, are assumed by the City to be sufficiently current and will be incorporated into the General Plan Update with minor reformatting only.

The City Council appointed a General Plan Steering Committee to work with staff and the General Plan Consultant. The Committee consisted of representatives from the City Staff, the Planning Commission, City Council, Dinuba Public Schools and Dinuba Chamber of Commerce. The Steering Committee provided crucial input and review to all aspects of the General Plan over an eight month period and met a total of nineteen times to review interim work products and draft policies.

In addition, approximately fourteen public workshops were held to discuss the General Plan Update and to seek public input into the planning process. The workshops were facilitated by the General Plan Consultant Team and asked members of the public at large a series of

questions relating to the quality of life in Dinuba; what things were important to maintain; and what would they change in Dinuba if money were no object. Participants in the workshop were also asked to design a plan for the future of Dinuba using drawing paper, colored markers, and magazine clippings. The consultant team, using the results of the workshops, formulated a list of planning principles relating to the future of Dinuba. The planning principles were distributed to all workshop participants and invited all participants to another workshop to review the planning principles and determine if the principles accurately reflected the public's ideas for the future of Dinuba. These planning principles have been integrated into the various goals, policies and objectives in the General Plan. A copy of the planning principles can be found in Appendix A.

The work program for the General Plan Update entailed the preparation of a series of working papers which were released at intervals during the process. The working papers included an Issues, Opportunities and Assumptions Working Paper, a Vision Statement and Goals Paper and the Environmental Setting and Background Paper. Individual elements are also reviewed. The combined efforts of these activities have resulted in this document.

1.2 Basis for the General Plan

The first step in the General Plan update process was the preparation of an economic analysis for the industrial sector of Dinuba. Based upon the results of this study and previous retail/commercial analysis, the City was able to determine which types of retail/commercial and industrial uses were most likely to generate a stable economic base for the community. The General Plan land use designations (Figure 1-1) reflect the land uses needed to support the City's targeted retail/commercial and industrial employers. This approach reflects the City's commitment to maintain a revenue base which will support future demand for services, thus maintaining and enhancing Dinuba's quality of life.

1.3 Issues of Importance

Using the results of the work program, work shops and steering committee meetings discussed above, City staff and the general plan consultant concluded the following issues to be of greatest importance when drafting policies for the General Plan Update:

Agricultural Preservation - Agriculture and its related industries were determined to be crucial to not only the character of the City of Dinuba and its surroundings, but the key to the economic vitality of the community. Agriculture and agricultural related industries were

determined to be the most important employment base for the City of Dinuba. The economic analysis performed for the City targeted ag and ag related industries as those which benefit the City of Dinuba.

Contiguous Planning - In order to maintain a vital economy, preserve surrounding agricultural lands, maintain a healthy quality of life and minimize public service and facility costs. It was determined that future growth within the Dinuba planning area should be contiguous to existing development, making the best possible use of existing vacant lands within the City limits and allowing the City to provide services to new development at the most cost-effective, efficient manner possible. The economic vitality of the City is best served by concentric growth which maintains the existing downtown as the center of the community.

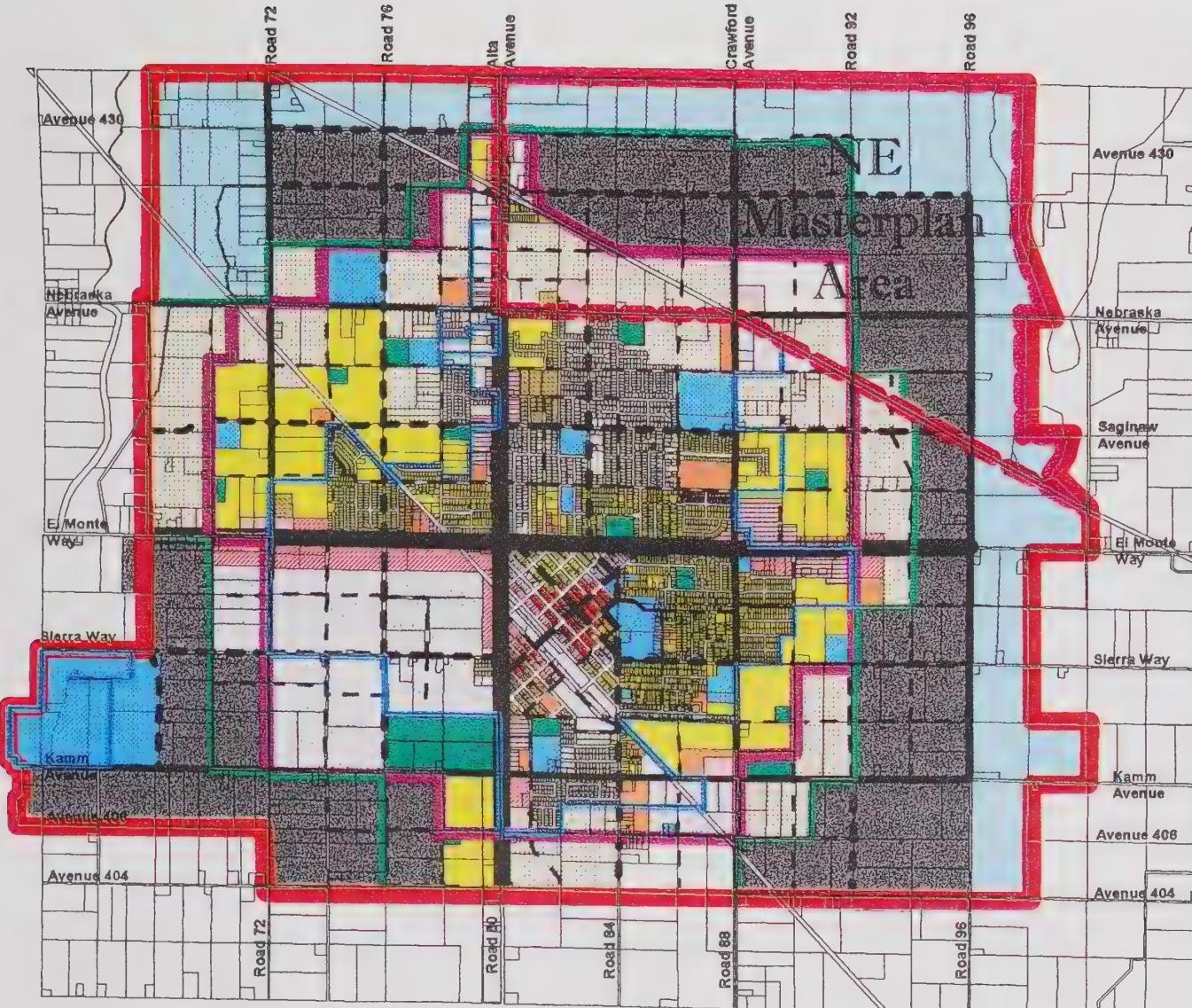
Public Facilities - A key policy throughout all elements of the General Plan is the need for development to "pay its own way". New development will be encouraged to develop in areas which can adequately accommodate the increased demand on public services and facilities. Ten year and twenty year urban improvement boundaries have been established based upon the capabilities of the City to accommodate new growth (See Figure 1-1). If the public services and facilities are not in place to serve a proposed new development, the development will be required to contribute to the cost of upgrading facilities and services to accommodate its needs.

1.4 Organization of this Document

State law requires all cities and counties to adopt and maintain a General Plan. This document contains the environmental settings as well as the Circulation, Open Space, Conservation and Recreation, Urban Boundary, Community Design, Noise, Public Services and Facilities, Safety, and Housing elements.

Chapter Two, Environmental Setting and Background, contains background information compiled for the *Dinuba General Plan Update*. It describes the existing conditions that apply to the subject areas to be addressed in the Plan, and also serves as the "environmental setting" portion of the Environmental Impact Report (EIR) to be prepared for the *General Plan Update*. This chapter is organized to correspond to major heading that will appear in the EIR.

Chapters 3-9 contain the elements of the General Plan which were updated during this work program. The elements updated include Land Use, Circulation, Conservation and Open Space, Recreation,



Legend

	Northeast Masterplan Area
	Dinuba City Limits
	Study Area Boundary
	10 year Urban Dev. Boundary
	20 year Urban Dev. Boundary
	Circulation Plan
1. MAJOR ARTERIAL	
2. ARTERIAL	
3. COLLECTOR	
4. MINOR COLLECTOR	
	1997 General Plan Designations
1 . Commercial - Central District	
2. Commercial - Community	
3. Commercial - General	
4. Commercial - Neighborhood	
5. Commercial - Office	
6. Professional Office	
7. Park/Ponding Basin	
8. Public/Semi-Public	
9. Light Industrial	
R1. Residential - Low	
R2. Residential - Medium Low	
R3. Residential - Medium	
R4. Residential - Medium High	
R5. Residential - High	
Urban Reserve	
Green Belt	



3000 0 3000 Feet

City of Dinuba

1997 General Plan Designations

Adopted October 28, 1997



1.4 Organization of this Document

State law requires all cities and counties to adopt and maintain a General Plan. This document contains the environmental settings as well as the Circulation, Open Space, Conservation and Recreation, Urban Boundary, Community Design, Noise, Public Services and Facilities, Safety, and Housing elements.

Chapter Two, Environmental Setting and Background, contains background information compiled for the *Dinuba General Plan Update*. It describes the existing conditions that apply to the subject areas to be addressed in the Plan, and also serves as the "environmental setting" portion of the Environmental Impact Report (EIR) to be prepared for the *General Plan Update*. This chapter is organized to correspond to major heading that will appear in the EIR.

Chapters 3-9 contain the elements of the General Plan which were updated during this work program. The elements updated include Land Use, Circulation, Conservation and Open Space, Recreation, Urban Boundary, and Noise. New elements were added including Community Design and Public Services and Facilities. Each chapter contains the objectives and policies of the General Plan Update as determined by the above described work efforts of the City Staff, General Plan Steering Committee, various public workshops and General Plan Consultant Staff.

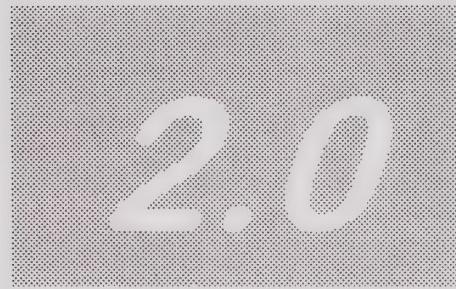
Chapters 10 and 11 (Safety and Housing, respectively) were reformatted and reflect policies from the City's Housing Element and the Tulare County General Plan Safety Element which were previously adopted by the City of Dinuba. These chapters reflect only the objectives and policies established by these documents. The entire documents are available for review at Dinuba City Hall.

The Appendices of this document contain relevant background information and documentation supporting the policies recommended in this document.



2.0

ENVIRONMENTAL SETTING AND BACKGROUND



ENVIRONMENTAL SETTING AND BACKGROUND

2.0 EARTH

- 2.0.1 Project Location and Description** The City of Dinuba is located within the northwestern portion of Tulare County, 14 miles north of Visalia, approximately 12 miles east of Highway 99, and 32 miles southeast of the Fresno/Clovis metropolitan area (See Figure 2- 1). The City is located in the heart of California's agriculturally rich San Joaquin Valley, near the western foothills of the Sierra Nevada Mountain Range. The natural resources and gentle topography of Dinuba has made it hospitable to agriculture.
- 2.0.2 Topography** Dinuba is situated near the base of the Sierra Nevada Mountains along the eastern rim of the San Joaquin Valley. The topography of this portion of Tulare County is typical of the relatively flat gradient encountered throughout the San Joaquin Valley, with uniform east to west trending slopes of about three to ten feet per mile (See Figure 2-2). The average elevation of Dinuba is 333 feet above sea level. The only significant topographic features within the immediate vicinity of the City are Smith Mountain and Burris Hill, both located northeast of the City. These feature granitic outcroppings that have resisted the effects of geologic weathering.
- 2.0.3 Geology** *Setting and History* - The San Joaquin Valley is a structural trough, whose main axis trends northwest-southeast. The San Joaquin Valley is bordered on the east by the granitic complex of the Sierra Nevada and on the west by the folded and faulted sedimentary, volcanic, and metamorphic rocks of the Coast Range. The relatively flat floor of the San Joaquin Valley overlies thousands of feet of alluvial, lacustrine and marine deposits that have accumulated in the valley as the trough has been lowered and the adjacent mountains have been elevated.



State of California

North

Scale	Created	Printed
F=200	10/2004	Ao

Concept Plan
Title

PROJECT LOCATION

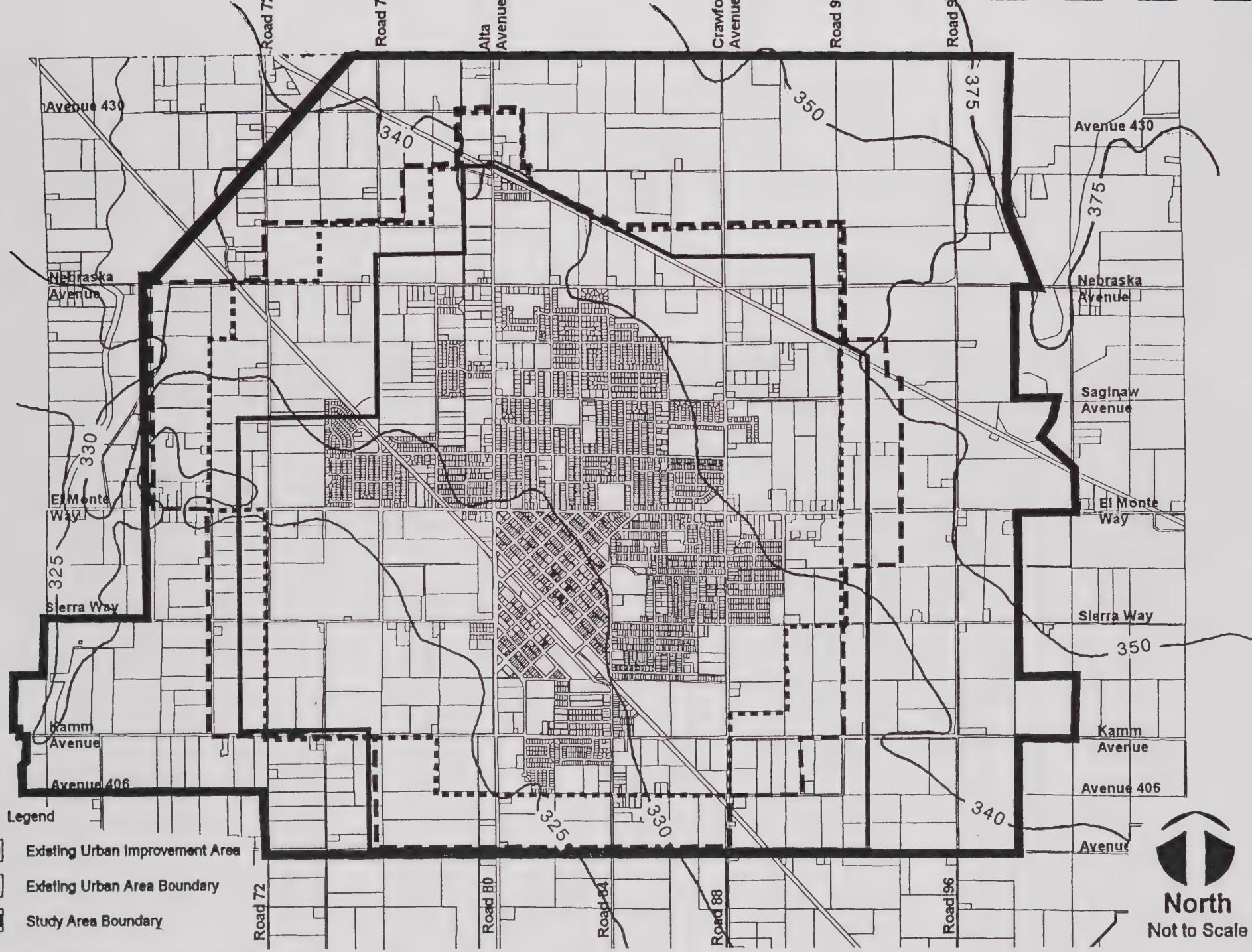
Urban Area Boundary

Dinuba General Plan

Dinuba, California

Job Number
4642
QUAD
DINUBA

2-1



Title

Topographic Features

Throughout Late Cretaceous and much of Tertiary time, the San Joaquin Valley was the site of marine deposition, and thousands of feet of shallow-water marine sediments were deposited in this geosyncline. Presently overlying these marine sedimentary deposits are continental deposits of late Tertiary and Quaternary age. In aggregate, these marine and continental deposits form an immense wedge which thickens from east to west and from north to south. The continental deposits have been tilted to the west and down warped, and their base is now several hundred to many thousand feet below sea level.

The low alluvial plains and fans in the Valley floor are relatively flat and featureless, occupying most of the floor's area. The extensive fans along the eastern margin of the Valley contain high proportions of well-sorted gravel and sand, while the interstream areas between the fans are underlain by poorly sorted, fine-grained fluvial sediment deposited by intermittent streams.

2.0.4 Earthquakes and Related Effects

Although no faults have been mapped immediately near of Dinuba, minor faulting has occurred along the eastern margin of the San Joaquin Valley. These minor faults are considered to have had movement prior to Pleistocene time; however, surface expression may have been obliterated by Recent Age deposits of shifting stream courses and by agricultural development. The two granitic outcroppings to the east of the City also do not pose any seismic hazard to the City. The City's mild topography and low elevation negate threats of landslides, liquefaction, settlement or other seismically-related hazards. Numerous canals, levees and other earthen water containment structures within and near the City do pose potential flooding hazards to property and residents of Dinuba. This will be discussed in greater detail in the Hydrological Conditions Section.

2.0.5 Soils

Agricultural soil capacity are classified according to a number of criteria including prime farmland, farmland of statewide importance and unique farmlands. The U.S. Department of Agriculture Soil Conservation Service defines these farmlands as:

Prime farmland is land best suited for producing seed, feed, forage, fiber and oilseed crops and also available for these uses (the land could be cropland, pasture land, rangeland, forest land or other land but not urban built-up land or water). It has the soil quality, growing season and moisture

supply needed to produce sustained high yields of crops economically when treated and managed, including water management, according to modern farming methods.

Farmland of statewide importance is land other than prime farmland that has a good combination of physical and chemical characteristics for production of food, feed, forage, fiber and oilseed crops available for these uses (the land could be cropland, pasture range land forest land or other land, but not urban built-up land or water).

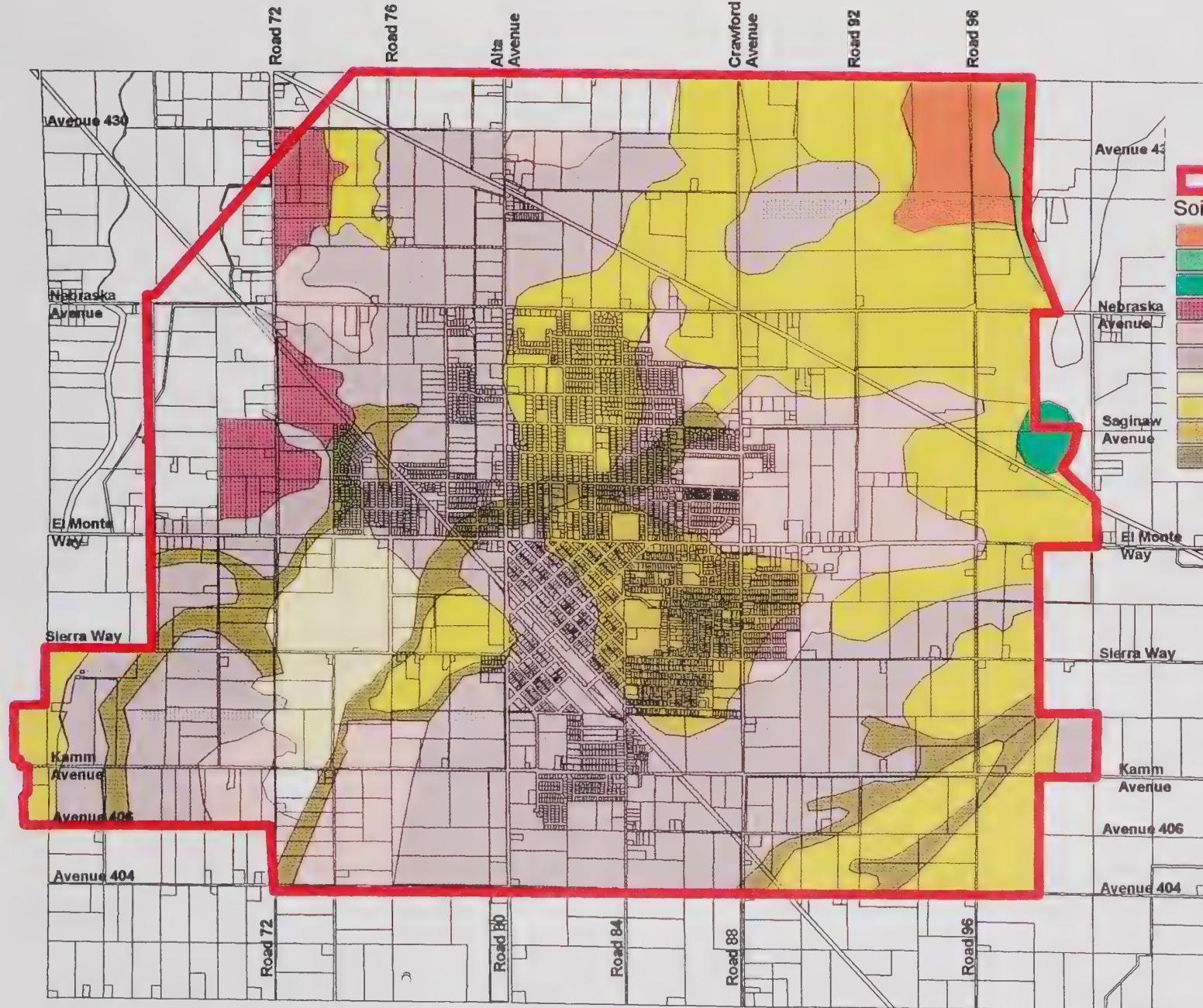
Unique farmland is land other than prime and farmlands of statewide importance, that is used for the production of specific high-value food and fiber crops. It has the special combination of soil quality, location, growing season and moisture supply needed to produce sustained high quality and/or high yields of a specific crop when treated and managed according to modern farming methods. Examples of such crops are citrus, olives, cranberries, fruit and vegetables.

As described by the U.S. Soil Conservation Service, the soils of the Dinuba area fall primarily into six associations: *Exeter loams, Flamen Loams, Calgro-Calgro-salin-sodic complexes, Hanford sandy loams, San Joaquin loams, and Tujunga loamy sand*. Table 2-1 and details these soils classifications and properties. Figure 2-3 shows the location of these soils in relationship to the City of Dinuba.

Soil Type Descriptions - Soils of the Exeter loam association are moderately well drained soils and are suitable for irrigated crops, building site development and dairies. Soils of the Flamen loam association are also moderately well drained and suitable for land uses similar to that of Exeter loams. Flamen loams can also become prime farmland if irrigated properly.

Soils of the Calgro-Calgro salin-Sodic association are moderately well drained soils suitable for irrigated crops, building site development and dairies. Hanford sandy loam soils are well drained soils with suitable uses similar to Calgro-Calgro salin-Sodic soils. Hanford sandy loam soils can also become prime farmland if properly irrigated.

San Joaquin loam soil associations are moderately well drained soils suitable for irrigated crops, building site development and dairies. Soils of the Tujunga loamy sand association are somewhat excessively drained soils with suitable uses similar to San Joaquin loam soils.



Legend

	Study Area Boundary
Soils Designations	
	Centerville Clay, 0 to 2% slope
	Centerville Clay, 2 to 5% slopes
	Wutchumna-Rock Outcrop, 5 to 50% slope
	Delhi Loamy Sand, 0 to 2% slope
	Exeter Loam, 0 to 2% slope
	Flamen Loam, 0 to 2% slope
	Calgro-Calgro Salin-Sodic, 0 to 2% slope
	Hanford Sandy Loam, 0 to 2% slope
	San Joaquin Loam, 0 to 2% slope
	Tujunga Loamy Sand, 0 to 2% slope



QUAD
LANDSCAPE ARCHITECTURE

Title
Soils

Figure

2-3

Table 2-1
General Soil Characteristics
within the Dinuba Planning Area

Soil Type	Name	Land Use	Drainage	Permeability	Prime Farmland	Shrink-Swell Potential
ExA	Exeter loam 0 to 2% slopes	Irrigated crops, building site development and dairies	Moderately well drained	Moderately slow	No	Moderate
FmA	Flamen loam, 0 to 2 %slopes	Irrigated crops, building site development and dairies	Moderately well drained	Moderate	Yes, if irrigated	Moderate
FoA	Calgro-Calgro salin-Sodic, 0 to 2% slope	Irrigated crops, building site development and dairies	Moderately well drained	Moderate	No	Low
HcA	Hanford sandy loam, 0 to 2 % slopes	Irrigated crops, building site development and dairies	Well drained	Moderately rapid	Yes, if irrigated	Low
SeA	San Joaquin loam, 0 to 2 slopes	Irrigated crops, building site development and dairies	Moderately well drained	Very slow	No	High
TuA	Tujunga loamy sand, 0 to 2 % slopes	Irrigated crops, building site development and dairies	Somewhat excessively drained	Rapid	No	Low

2.0.6 Mineral Resources

There are no significant mineral resources or mining operations in Dinuba.

2.1 CLIMATE AND AIR QUALITY

2.1.1 Climate

The City of Dinuba is located within the northwest portion of Tulare County. Tulare County is characterized by a "Mediterranean" type climate; the winters are cool and moist and the summers are dry and warm. Approximately 85% of the precipitation occurs during November to April. Temperatures average 86.5 degrees in summer and 45 degrees in winter. Rainfall averages 10.29 inches per year.

Tulare County experiences foggy conditions during the winter. The formation of natural fog is caused by local cooling of the atmosphere until it is saturated (dew point temperature). This type of fog, known as radiation fog is more likely to occur inland. These fogs are more severe and persist longer in the lower elevations of the Valley.

During the summer months, the Pacific high pressure cell is positioned over the ocean to the west of the northern California coast. The clockwise flow of air around the high pressure cell results in persistent northwest winds over most offshore areas. This northwesterly flow is enhanced by the thermal trough through the interior valleys of California. The orientation of this trough and the pressure gradient between coastal and inland stations determines the variability in the summer weather pattern. Strong onshore pressure gradients occur with deep penetrations of marine air through the Carquinez Strait area (the only sea level channel through the coast). Cooler temperatures and stronger up-valley winds result from this distribution.

2.1.2 Air Quality Standards

Federal Regulations

The Clean Air Act of 1970 was the first major piece of federal air quality regulation. Amended in 1977 and 1990, the Clear Air Act required the U.S. Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) for several pollutants. These standards are set by law at levels that protect public health and welfare, with an adequate margin of safety. Areas exceeding the federal more than two times per year are designated "nonattainment" areas under the Clean Air Act, and as such are subject to more stringent planning and pollution control requirements.

Under the 1990 amendment to the Clear Air Act, nonattainment areas are divided into five categories depending on future dates identified for meeting the standards. "Marginal" or "moderate" violators only slightly exceed the NAAQS, whereas "serious," "severe," or "extreme" violators exceed the standards by a much higher margin. Marginal areas are required to do little beyond what they are already doing to attain clean air, but areas designated "moderate" through "extreme" must adopt gradually tighter regulations. State with area designated "moderate" or worse for ozone nonattainment area required to show a three percent per year reduction in emissions of volatile organic compounds.

Areas close to meeting Carbon Monoxide (CO) standards are required to start a wintertime oxygenated fuels program and to correct problems with existing vehicle inspection programs. Areas with higher levels of CO must also start an enhanced vehicle inspection program, and those areas with the highest CO levels must adopt transportation measures.

The Federal Clean Air Act (FCAA) requires an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measure California will use to attain the

NAAQS. The Federal Clean Air Act Amendments of 1990 require states containing areas that violate the NAAQS to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is to be periodically modified to reflect the latest emissions inventories, planning documents, rule and regulations of air basins as reported by the agencies with jurisdiction over them. The EPA reviews SIPs to determine if they conform with the mandates of the FCAA and will achieve air quality goals when implemented. If the EPA determines a SIP to be inadequate, it may prepare a Federal Implementation Plan (FIP) for the nonattainment area and may impose additional control measures.

State Regulations

In 1988, the California Clean Air Act (CCAA) (AB 2595) was passed. The act contains more stringent guidelines for the attainment of air quality goals than the FCAA. The California Air Resource Board (ARB) is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA. The CCAA classifies nonattainment areas as moderate, serious, severe, and extreme based on severity of violation of state ambient air quality standards as follows:

Ozone Nonattainment Classifications

Moderate	0.09 to 0.12 ppm
Serious	0.13 to 0.15 ppm
Severe	0.16 to 0.20 ppm
Extreme	Greater than 0.20 ppm

Carbon Monoxide Nonattainment Classifications

Moderate	9.0 to 12.7 ppm
Serious	greater than 12.7 ppm

Both the State of California and the federal government have established a variety of ambient air quality standards. The state 1-hour ozone standard is 0.09 ppm (parts per million, by volume), not to be equaled or exceeded. The federal 1-hour ozone standard is 0.12 ppm, not to be exceeded more than 3 times in any 3-year period. Table 1 identifies the current Federal and State air quality standards.

San Joaquin Valley Unified Air Pollution Control District

The City of Dinuba lies within the Tulare County portion of the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley Unified

Air Pollution Control District (SJVUAPCD) was organized in 1991 by a Joint Powers Agreement of eight Valley counties, is the local lead agency for formulating Federal and State Air Quality plans, promulgating rules that affect a variety of air pollution sources, and reviewing local governments' land use plans and development proposals in order to estimate projected air quality impacts and suggest methods reducing those impacts.

The San Joaquin Valley Unified Air Pollution Control District has jurisdiction over air quality matters in the San Joaquin Valley Air Basin. The district was formed in 1991. Its headquarters are located in Fresno with regional offices located in Bakersfield and Modesto.

The SJVUAPCD has adopted two attainment plans in an attempt to achieve state and federal air quality standards; the 1991 California Clean Air Act Quality Attainment Plan (AQAP) for ozone and carbon monoxide and the PM₁₀ Nonattainment Area Plan. These documents provide the framework for air quality planning in the Valley and lay out the District's strategy to reduce emissions of nonattainment pollutants. In August 1992, the ARB reviewed and approved several portion of the 1991 AQAP. The Air Resources Board (ARB) postponed a decision on the Plan's ozone strategies until more information could be collected (ARB 1992a). The District was re-designated as a serious nonattainment area for PM₁₀ by the EPA. The District approved and submitted a Serious Area PM₁₀ Nonattainment Plan in September 1994.

2.1.3 Air Quality Monitoring Data

Air quality in the project area is best represented by air monitoring data collected by the State of California Air Resources Board at the Visalia air monitoring station. Based on air quality data for 1994, PM₁₀ pollutants exceeded state standards 26 out of 61 days and federal standards were not at exceeded out of 61 days. Ozone pollutants exceeded federal standards 10 days and state standards 52 days in 1994. No standard violations were observed for sulfur dioxide, carbon monoxide, or nitrogen dioxide. The pollutants which have exceeded state or federal standards in the Tulare County area are provided below:

Ozone (O₃)

Ozone is highly reactive secondary gas pollutant which is toxic, colorless and has a pungent odor. Ozone is photochemically produced through complex chemical reactions of certain hydrocarbons and oxides of nitrogen (primary pollutants) in the presence of sunlight and temperatures above 59°F. In high concentrations, ozone and other photochemical oxidants are directly detrimental to humans by

causing respiratory irritation and possible alterations in the functioning of the lungs and inhibits vegetation growth.

Ozone is a regional air pollutant. It is generated over a large area and is transported and spread by wind. The worst ozone concentrations tend to be found downwind from emission sources in Valley metropolitan areas. Ozone has been the San Joaquin Valley's most obstinate air quality problem.

Particulate Matter (PM₁₀)

PM₁₀ refers to particulate matter equal to or less than 10 microns in diameter. This material, as opposed to dust, cannot be adequately filtered by the human respiratory system. Inhaled atmospheric particulates can, therefore, be harmful to humans by directly causing injuries to the respiratory tract and lungs or by the reactive gases which were absorbed by the inhaled particulates. Suspended particulates scatter and absorb sunlight, producing haze and reducing visibility. In areas close to major sources including industrial and agriculture operations, PM₁₀ are generally higher in the winter when more fuel is burned and meteorological conditions favor buildup of directly emitted contaminants.

The actual composition of PM₁₀ varies greatly with time and location. It depends on the sources of the material and meteorological conditions. Primary man-made sources of PM₁₀ in the San Joaquin Valley are agricultural operations, agricultural burning, demolition and construction activities, entrainment of dust by motor vehicles on paved and unpaved roads, and residential wood burning. Wind erosion of agricultural land also represents a significant source of air borne dust in the Valley.

2.2 HYDROLOGIC CONDITIONS

2.2.1 Surface Waters

The primary surface waters in the vicinity of Dinuba area include the Kings River, the Friant-Kern Canal, and the East Branch of the Alta Canal. Closer to the City limits are numerous smaller canals which service local croplands.

The Kings River flows near the Dinuba vicinity approximately five miles east and southeast of the urbanized portion of the community. The drainage area of the Kings River above Pine Flat Dam is 1,542 square miles, and the 1922-1978 average flow at this point was

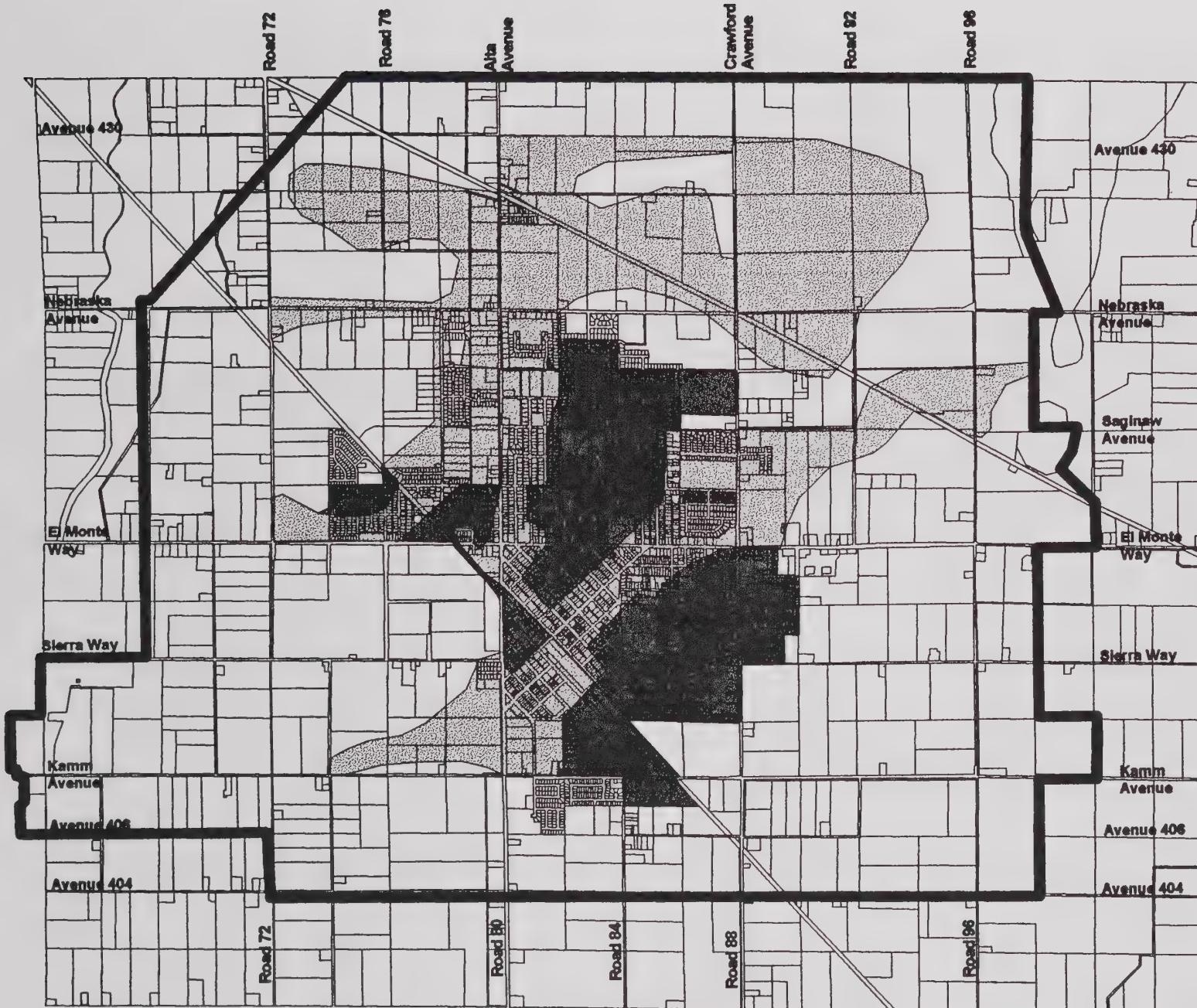
1,655,000 acre-feet annually. Pine Flat Dam is the main irrigation conservation facility on the Kings River and is operated by the Kings River Water Association, an organization of Kings River diverters. Water released from Pine Flat Dam flows through the various channels of the Kings River in the Valley to the diversion points of 22 water agencies in Kings, Tulare, and Fresno Counties. In extremely wet years, Kings River water flows to the ocean through the Fresno Slough or to Tulare Lake through the Kings River south fork.

One of the districts diverting water from the Kings River is the 15,000-acre Alta Irrigation District. Situated along the river northeast of Dinuba, this district extracts surface water to supplement agricultural groundwater pumping.

In 1982, the Federal Emergency Management Agency (FEMA) prepared a Flood Insurance Study that investigated the existence and severity of flood hazards in the City of Dinuba. The hydrologic and hydraulic analyses for this study were performed by the U.S. Army Corps of Engineers. This initial work, which was completed in December of 1980, covered all significant flooding sources affecting Dinuba. Flooding in Dinuba has been reported to have occurred in 1937, 1950, 1955, 1966, 1969, and 1993. Flooding in the City has been the result of intensive localized rainfall combined with snowmelt runoff which has resulted in overflows of the East Branch of the Alta Canal.

The FEMA study used the national standard of the 100-year flood as the base flood-line for purposes of flood plain management measures. For those areas subject to shallow flooding and deep ponding, boundaries of the 100-year flood were delineated using the appropriate elevations, depths and topographic maps at a scale of 1:24,000, with a contour interval of five feet. Flood boundaries are indicated on the Flood Insurance Rate Map (FIRM). On this map, the 100-year flood boundary corresponds to the boundary of the areas of special flood hazards; and the 500-year flood boundary corresponds to the boundary of the areas of moderate flood hazards. Figure 2-4 is a flood map of the Dinuba Area.

The primary source of domestic water for the City of Dinuba is groundwater. In general the groundwater quality of the City is relatively high with the exception of one major contaminant. Like many other east side San Joaquin Valley communities, Dinuba has experienced DBCP contamination in City wells to the point that several wells were recommended for abandonment. Many of the existing



Legend

- Study Area Boundary
- Flood Zone Areas
- Zone A
- Zone B



Title

Flood Zones

QUAD
PRINTERS & COPIERS

Figure

2-4

wells and new well sites in the City will require treatment to remove DBCP most likely using carbon filters. Other than this contaminant, the City's groundwater supply is suitable for domestic purposes without treatment.

Prior to agricultural and urban development, groundwater moved from areas of recharge along the eastern rim of the Valley to areas of discharge along the Valley axis. Recharge was primarily by seepage from stream flows. Under present conditions, groundwater is recharged primarily from stream flow percolation, from percolation basins developed by agricultural irrigation districts, by percolation from treated wastewater disposal facilities and from percolation attributed to excess applied surface irrigation water. Data from the regional map produced by the State of California, Department of Water Resources (DWR), San Joaquin District, entitled *Lines of Equal Depth to Water in Wells, San Joaquin Valley*, shows groundwater flow toward the southwest. Groundwater depth in the Dinuba area is approximately fifty feet below the ground surface.

2.3 BIOLOGICAL RESOURCES

2.3.1 Natural Communities

Historically, the natural vegetation of the Dinuba area was characterized by vast stretches of savanna traversed by the riparian stands of the Kings River and its tributaries. These broad savannas were dominated by Valley Oak Woodland, Valley Needlegrass Grassland, Valley Sacaton Grassland, and Non-native Grassland natural vegetation communities. The riparian corridors of the Valley portion of the Kings River and its tributaries were dominated by Great Valley Mixed Riparian Forest and Great Valley Oak Riparian Forest natural vegetation communities. The range of these natural vegetation communities has been significantly reduced from historic levels as a result of conversion of these lands to urban and agricultural uses. The only remnants of these natural communities presently remain in the Central Valley. The following natural communities classifications are from *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986). Descriptions are incorporated by reference from Crampton (1974), Holland (1986), and Barbour and Major (1988).

Valley Needlegrass Grassland is characterized by the presence of tussock-forming perennial purple stipa (*Stipa pulchra*) and nodding stipa (*S. cernua*). These native

bunchgrasses are often surrounded by native and introduced annuals, which often exceed the bunchgrasses in cover. Aggressive, well adapted European annuals, introduced by 18th Century Spanish soldiers and missionary fathers, have largely replaced native perennial in California. Valley Needlegrass Grassland is often associated with Oak Woodlands on moister, well drained soils. Formerly extensive around the Sacramento, San Joaquin, and Salinas Valleys, as well as the Los Angeles Basin, perennial grasslands are now reduced to scattered remnants in the foothills of the Central Valley and the hills along the coast in central and southern California.

Valley Sacaton Grassland is characterized by the presence of tussock-forming perennial grasses alkali sacaton (*Sporobolus airoides*) and saltgrass (*Distichlis spicata*). Valley Sacaton Grassland flourished on the alkaline flats of the Central Valley. Some annuals also grow on the alkali, namely alkali barley (*Hordeum depressum*) and California alkali grass (*Puccinellia simplex*). Formerly extensive in the Tulare Lake Basin and along the San Joaquin Valley trough north to Stanislaus and Contra Costa Counties, Valley Sacaton Grassland is now much reduced.

Non-native Grassland is characterized by the presence of introduced grass species that may be interspersed with native forbs and shrubs. Typical species found in this natural community are wild oats (*Avena fatua*), slender wild oats (*Avena barbata*), the filarees (*Erodium cicutarium* and *E. botrys*), soft chess (*Bromus mollis*), ripgut brome (*Bromus rigidus*), red brome (*Bromus rubens*), and rye grass (*Lolium multiflorum*). This grassland community is often associated with numerous species of showy-flowered, native annual forbs ("wildflowers"), especially in years of favorable rainfall. Non-native grassland is found in the valleys and foothills of most of California, except for the north coastal and desert regions. Non-native Grassland formerly occupied large portions of the Sacramento, San Joaquin, and Salinas Valleys, as well as the Los Angeles Basin, areas that are now agricultural and urban.

Great Valley Mixed Riparian Forest is a tall, dense, winter-deciduous, broadleafed riparian forest. The tree canopy is

usually fairly well closed and moderately to densely stocked with several species including California boxelder (*Acer negundo californica*), Hinds walnut (*Juglans Hindsii*), California sycamore (*Platanus racemosa*), Fremont cottonwood (*Populus fremontii*), Gooodding willow (*Salix gooddingii variabilis*), red willow (*S. laevigata*), and Pacific willow (*Salix lasiandra*). Understories consist of shade-tolerant shrubs like buttonbush (*Cephalanthus occidentalis*), Oregon ash (*Fraxinus latifolia*) and lianas such as wild grape (*Vitis californica*) and virgins-bower (*Clematis ligusticifolia*). Great Valley Mixed Riparian Forest was once extensive in the floodplains of low-gradient, depositional streams of the Sacramento and northern San Joaquin Valley, but has largely been cleared for agriculture, flood control, and urban expansion.

Great Valley Valley Oak Riparian Forest is a medium to tall broadleafed, winter deciduous, closed-canopy riparian forest dominated by valley oak (*Quercus lobata*). Understories include scattered Oregon ash, Hinds walnut, and California sycamore as well as young valley oaks. Valley Oak Riparian Forest was once extensive on low-gradient, depositional reaches of the major streams of the Sacramento and northern San Joaquin Valleys. This forest was more scattered in the San Joaquin watershed and on the floodplains of the Kings and Kaweah Rivers. Valley Oak Riparian Forest has been virtually eliminated by agriculture and fire wood harvesting.

Only scant disturbed remnants of these natural communities remain in the Dinuba area. Agricultural and suburban development have all but eliminated most historic natural communities.

2.3.2 Agricultural Communities

The agricultural community surrounding the City of Dinuba consists of both large and small farms. Crops typically grown in the area generally include grapes, plums, stone fruit, oranges, and alfalfa.

Although not prime habitat, croplands in the area can provide a source of food, water, and shelter to both native and introduced wildlife species. The lack of hedgerows, shelter-belts, wind breaks, and natural vegetation buffers severely limits the habitat value of these man-made environs. In addition, agricultural practices such as herbicide and pesticide application, monocultural cropping, and intensive tillage further reduces the habitat value of these lands.

2.3.3 Sensitive Species

The above listed vegetation associations support a variety of wildlife and plant species and subspecies indigenous to California. The conversion of native and naturalized plant communities to urban land uses, agriculture, and industrial facilities has significantly reduced available wildlife habitat. As a result of this conversion, several species of both plants and animals have been extirpated from California, or their populations have declined significantly. As a result, the California Department of Fish and Game (CDFG) and the United States Fish and Wildlife Service (USFWS) have listed some species as threatened or endangered. In addition, several species which are currently considered candidates for State or federal listing have been included.

For this report, the terms "species of concern" or "special status" species refers to those species viewed with special concern by the USFWS under the Federal Endangered Species Act, by CDFG under the California Endangered Species Act, and the Natural Diversity Data Base "Special Animals" (CDFG 1994a, 1994b, 1992). Attention is also given to those species given special status by various private conservation organizations. The assessment of effects to sensitive species includes those species listed under the following categories:

- Endangered Listed as Endangered by the Federal Government
 - Threatened Listed as Threatened by the Federal Government
 - Federal Candidate Candidate for Federal listing (Taxa for which the U.S. Fish and Wildlife Service has sufficient biological information to support a proposal to list as Endangered or Threatened)
 - Federal Species of Concern Candidate for Federal listing (Taxa for which existing information may warrant listing, but for which substantial biological information to support a proposed ruling is lacking) prior to September 1, 1995.

- State Endangered Listed as Endangered by the State of California
- State Threatened Listed as Threatened by the State of California
- State SSC California Department of Fish and Game "Species of Special Concern"

Existing data were reviewed to determine the historic occurrence of special status (i.e. sensitive) species and habitats in the project area, including CNDDB records, literature records, and local environmental documents. Queries of the CNDDB for the Reedley and Orange Cove South 7.5-minute quadrangles were reviewed to determine if special status species have been reported to occur on or near the project site. Only historic occurrences of these species have been recorded for the area. The current status of these species is shown in Table 2-2.

TABLE 2-2

SENSITIVE SPECIES OF THE CENTRAL VALLEY WHICH POTENTIALLY OCCUR
WITHIN OR NEAR THE DINUBA GENERAL PLAN AREA

COMMON NAME	SCIENTIFIC NAME	STATUS		
<u>Plants</u>				
Spiny-sepaled button celery	<i>Eryngium spinosipalum</i>	FC2		1B
Tulare pseudobahia	<i>Pseudobahia peirsonii</i>	FC1	CE	1B
<u>Animals</u>				
San Joaquin kit fox	<i>Vulpes macrotis mutica</i>	FE	CT	
California tiger salamander	<i>Ambystoma tigrinum californiense</i>	FC1	—	
Valley elderberry longhorn beetle	<i>Desmocerus californicus dimorphus</i>	FT	—	
Western burrowing owl	<i>Athene cunicularia hypugea</i>	FSC	SSC	
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	FE	—	
FE	Federally Endangered			
FC	Federal Candidate; the threat and/or distribution data is sufficient to support listing.			
FC1	Federal Candidate Species - Category 1			
FC2	Federal Candidate Species - Category 2			
FSC	Federal Species of Concern; (formerly Federal Candidate Category 2 species) the threat and/or distribution data insufficient to support listing at this time.			
CE	California Endangered			
1B	California Native Plant Society (CNPS) - Plants rare and endangered in California and elsewhere			

Plants

Spiny-sepaled button-celery (*Eryngium spinosipalum*) is an annual or perennial herb in the carrot family (Apiaceae). It is a federal species of concern and a CNPS List 1B species. Spiny-sepaled button-celery occurs in vernal pools and valley and foothill grasslands in Fresno, Madera, Stanislaus, and Tulare Counties. It is known from approximately twenty occurrences and is threatened by development, grazing, and agriculture. Spiny-sepaled button-celery flowers in April and May (Skinner and Pavlik 1994).

Tulare pseudobahia (*Pseudobahia peirsonii*) also known as San Joaquin adobe sunburst is an annual herb in the sunflower family (Asteraceae). It is a California endangered species, proposed for federal endangered status, and is a CNPS List 1B species. San Joaquin adobe

sunburst occurs on adobe soils of cismontane woodlands and valley and foothill grasslands in Kern, Tulare, and Fresno Counties. The species is known from fewer than twenty occurrences and is seriously threatened by agriculture, grazing, development, road construction, and flood control activities. San Joaquin adobe sunburst blooms in March and April (Skinner and Pavlik 1994).

Animals

San Joaquin kit fox (*Vulpes macrotis mutica*) is the smallest of the arid land fox and is characterized by its large ears and distinctive black tip on its tail. The wide ranging kit fox inhabits valley and foothill grassland, foothill woodland, chenopod scrub, and agricultural plant communities. Development of suitable habitat into intensive agricultural, oil production, and urban development are reasons for this species decline. The kit fox is also threatened by coyote (*Canis latrans*) predation and competition with the introduced red fox (*Vulpes vulpes*). Small rodents such as kangaroo rats (*Dipodomys* spp.) and California ground squirrels (*Spermophilus beecheyi*) are the common prey of the kit fox (Jameson and Peeters 1988).

Vernal pool fairy shrimp (*Branchinecta lynchii*) is in the family Branchinectidae and was originally described by Larry Eng *et al.* 1990. The vernal pool fairy shrimp ranges in size from 10.9 mm to 25.0 mm (0.4 to 1.0 inches). Vernal pool fairy shrimp inhabit ephemeral pools with clear to tea colored water with a pH averaging 7.0 and low TDS, conductivity, alkalinity, and chloride. This species has been most commonly observed in grass or mud bottom swales, earth sumps, or basalt flow depression pools in unplowed grasslands.

Western burrowing owl (*Athene cunicularia hypugea*) is a small brown owl of the open country. The adult is boldly spotted and barred and has a round head, long legs, and stubby tail. When agitated the owl will characteristically bob and bow. The burrowing owl predominately eats insects and small mammals. Conversion of suitable habitat to agricultural uses and eradication of ground squirrel colonies, the source of nesting burrows, has been a primary reason for the decline of the western burrowing owl (Anderson and England 1987).

Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) is one of three species of *Desmocerus* known from North America. The subspecies *dimorphus* is known from riparian areas in

the Central Valley (USFWS 1984). Coloration of the beetle is variable; the first pair of wings may vary from dark metallic green, with a bright red-orange border to a pattern of four oblong metallic green spots. Females are larger than males, while males possess longer, more robust antennae than females (USFWS 1984). The antennae are nearly as long as the body, extending forward from the head, thus the "longhorn" designation. The life of the beetle is restricted to elderberry (*Sambucus* spp.) Eggs are deposited in cracks and crevasses of the bark of living elderberry trees. Presumably, the eggs hatch shortly after they are laid. The larvae bore into the pith of larger stems and roots. When the larvae are ready to pupate, they work their way up from the roots, through the pith of the elderberry, and open an emergence hole through the bark. The larvae then return to the pith to pupate. Adults emerge at about the same time the elderberry flowers (USFWS 1984). The entire life cycle encompasses two years. The loss of up to 90 percent of riparian habitat in California has severely decreased this species range.

Elderberry shrubs and trees containing emergent holes have been observed along the Kings River.

California Tiger Salamander (*Ambystoma tigrinum californiense*) have a large stocky body that are black with large, pale yellow spots, small eyes, a broad, rounded snout and have tubercles on the underside of the front and hind feet. Tiger salamanders commonly occur in annual grassland habitats, but also occur in grassy understory of valley-foothill hardwood habitats, and uncommonly along streamcourses. Their range includes the Central Valley from Yolo County to Kern County, and coastal grasslands from San Francisco to Santa Barbara County. Tiger salamanders feed on earthworms, snails, insects, fish and even small mammals. Adults spend most of the year in subterranean refugia, especially ground squirrel burrows and occasionally man-made structures. Tiger salamanders breed and lay eggs primarily in vernal pools and other temporary ponds if fish are not present (Zeiner *et al.* 1988).

2.4 NOISE

2.4.1

Noise Sources

The principal noise sources in the City of Dinuba are traffic on local roads, industry and commerce. The San Joaquin Valley Railroad track that traverses the southwestern part of the City is a minor source. No airports are located in or near the City.

The existing noise environment in the City of Dinuba was determined by a combination of noise level measurements and noise modelling. Following is a discussion of the background noise level survey results in residential areas of the City, and a description of the studied noise sources in the City.

2.4.2 Background Noise Level Survey

The purpose of the background noise level survey was to determine the base-line noise environment in those parts of the City that are removed from obvious noise sources, such as busy roadways. Four residences, located in various quadrants of the City, were selected for the survey. Noise measurements were conducted continuously for 24 hours using unattended sound level analyzers situated in the backyards of the residences. The results of the monitoring are shown in Figures 2-5 to 2-8.

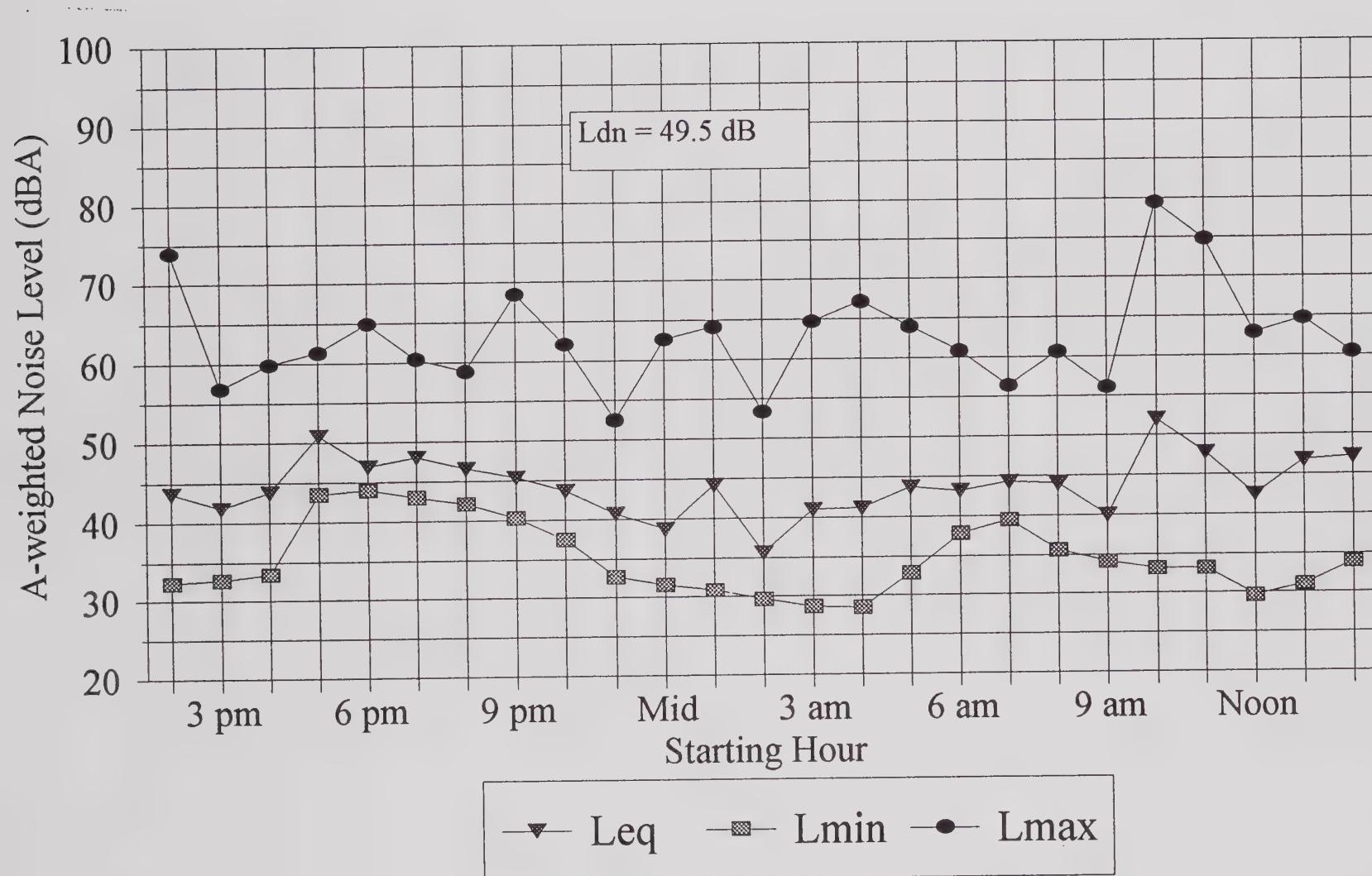
The background noise levels in terms of the Day/Night Average Level (L_{dn}) at the four residences ranged from about 50 to 61 dB. These are typical noise levels in suburban residential neighborhoods. The highest hourly noise levels usually occur in the daytime when human activity is highest. An exception was the residence at 660 Harvard Avenue where this usual relationship was reversed.

In Figures 2-5 to 2-8 the L_{max} represents the highest (maximum) instantaneous noise level occurring during an hour. The L_{min} is the minimum instantaneous noise level during an hour, and the L_{eq} is the energy equivalent or average noise level during the hour. The sound level was obtained by using the A-weighting filter of a sound level meter, expressed in decibels (dB). All sound levels referred to in this settings document are in A-weighted decibels. A-weighting deemphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighting, as it provides a high degree of correlation with human annoyance and health effects.

2.4.3 Major Stationary Noise Sources

The production of noise is an inherent part of many industrial, commercial and agricultural processes, even when the best available noise control technology applied. Noise production within industrial or commercial facilities is controlled indirectly by Federal and State employee health and safety regulations (OSHA and Cal-OSHA), but exterior noise emissions from such operations have the potential to exceed locally acceptable standards at nearby noise-sensitive land uses.

Noise exposure information for the major stationary noise sources selected for study by the City was developed from operational data

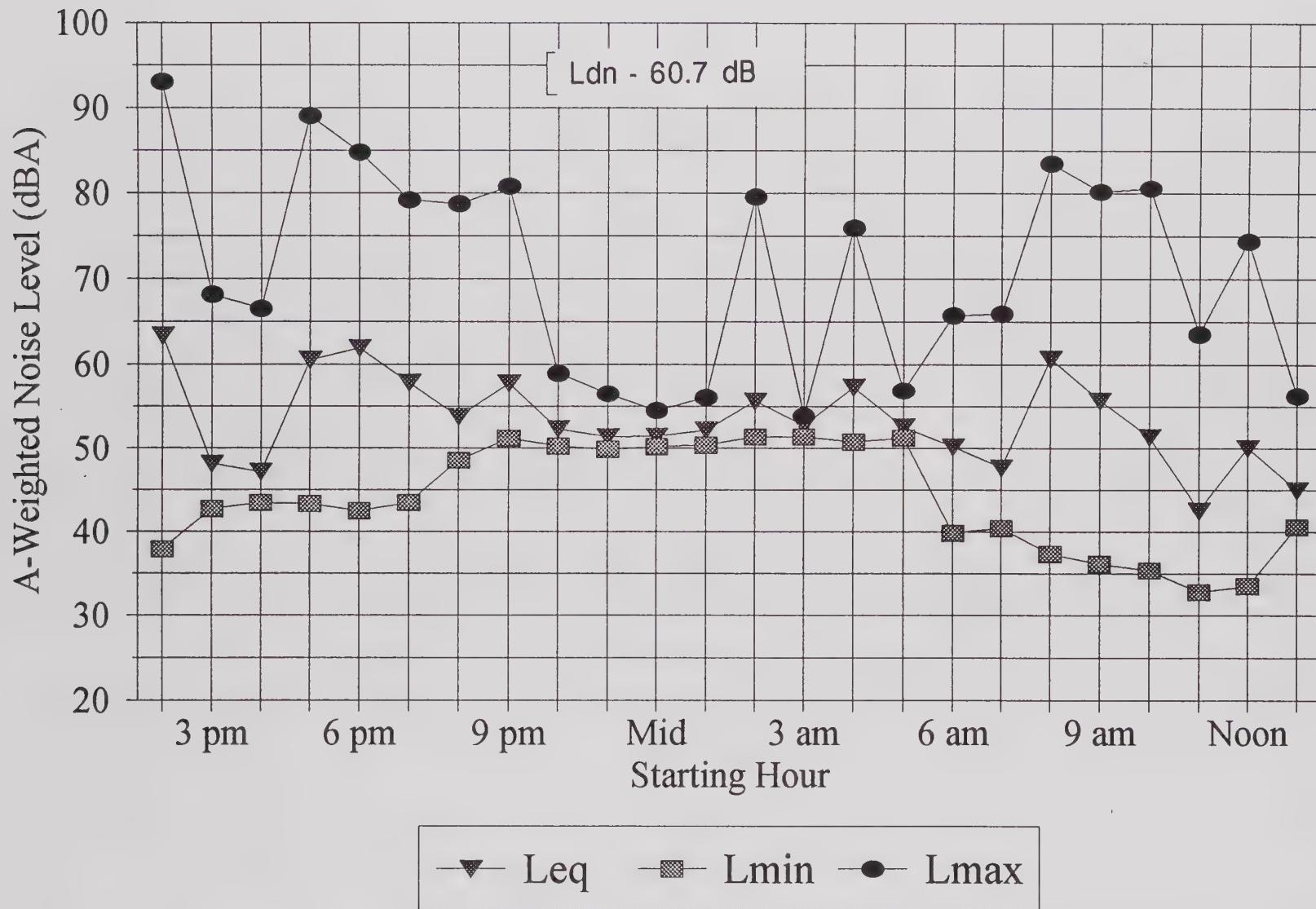


SOURCE: BROWN-BUNTING ASSOCIATES

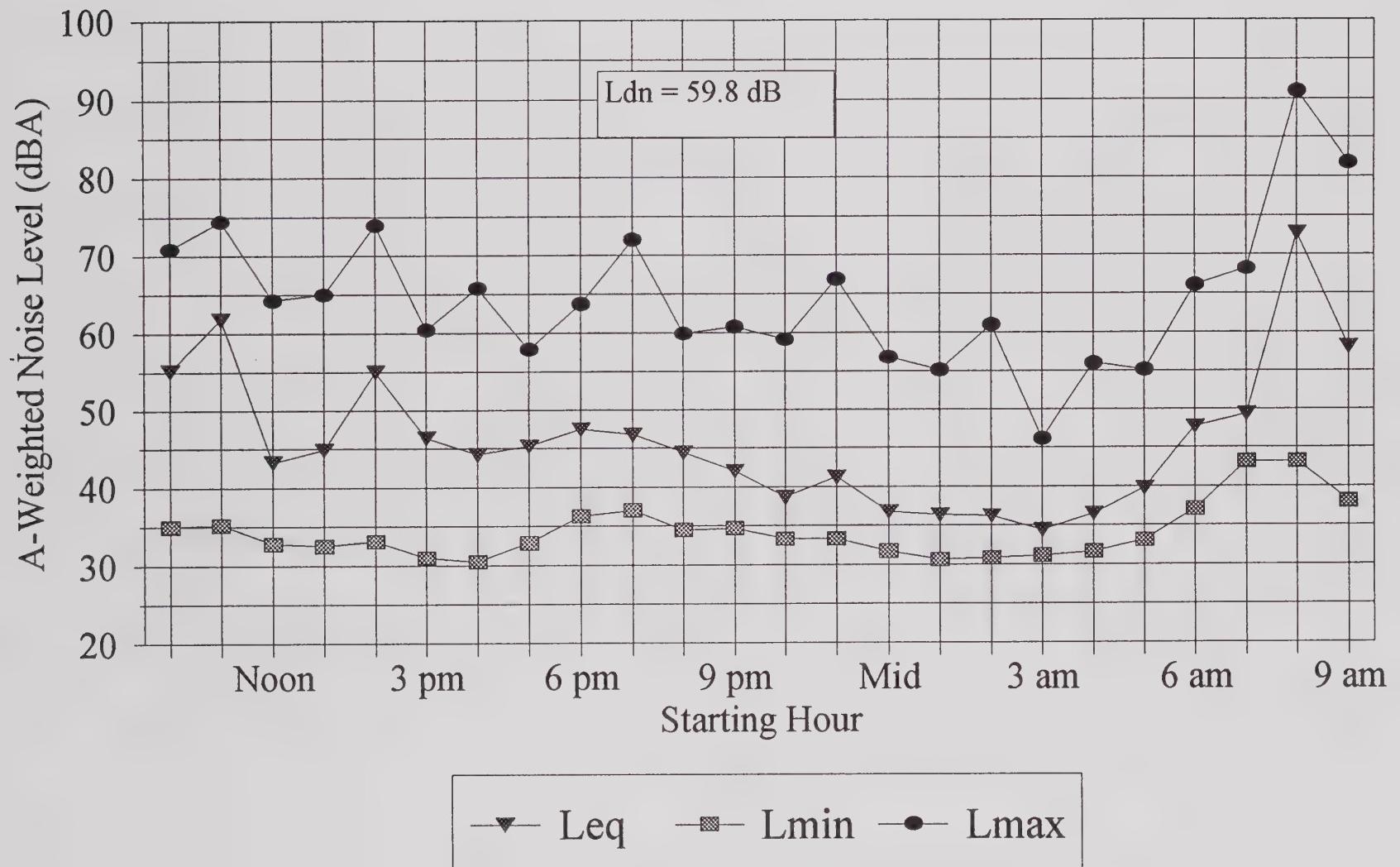


Background Noise Levels

1877 E. Mtn. View Way - 9/9-10/96



SOURCE: BROWN-BUNTIN ASSOCIATES

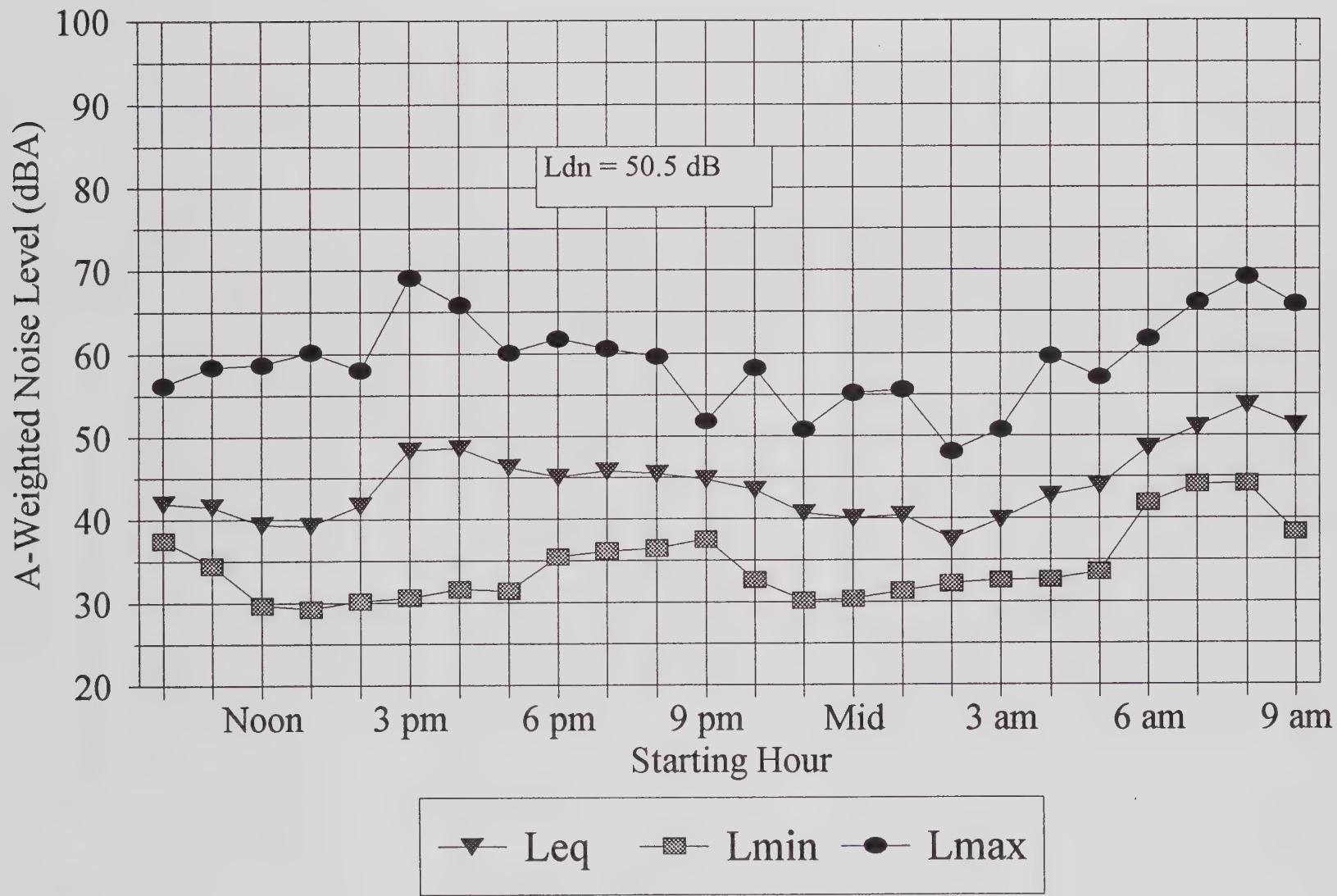


SOURCE: BROWN-BUNTIN ASSOCIATES

QUAC Title

Background Noise Levels
922 Eaton Ave. - 10/23-24/96

Figure
2-7



SOURCE: BROWN-BUNTIN ASSOCIATES

obtained from source operators (when available), noise level measurements conducted at reference locations around the noise source, and BBA file information. Only existing noise levels are described since there are too many variables and unknown conditions to predict future noise exposure. The following discussions provide generalized information concerning the relative noise impacts of each source, and identify specific noise sources which should be considered in the review of development proposals where potential noise conflicts could result. Not all industrial noise sources in the City are discussed. Unidentified industries or other major noise sources may exist, which could generate significant noise levels and result in noise-related land use conflicts. Generalized 50 and 55 dBA hourly L_{eq} noise contours were prepared for major stationary noise sources where it was determined that such contours would be located off the property occupied by the source. The generalized contours should be used as a screening device to determine when potential noise-related land use conflicts may occur, and when site-specific studies may be required to properly evaluate noise at a given noise-sensitive receiver location.

Odwalla

The Odwalla juice processing plant is located near the intersection of Crawford Avenue and Nebraska Avenue. The plant operates 24 hours a day, Monday through Saturday. The main noise sources associated with the plant are trucks, some of which are refrigerated, heat exchangers, and other mechanical equipment. Noise levels along the perimeter of the plant ranged from about 49 to 72 dBA L_{eq} . The highest level was measured along the west property line. The principal noise source at this location was refrigerated trucks. The 50 and 55 dBA L_{eq} contours are approximately 150 and 84 feet from the center of the plant.

Ruiz Food

Ruiz Food is located north of Avenue 412 and west of Alta Avenue. Representatives of Ruiz Food were not available for interviews, so it was not possible to obtain information about plant operations. Noise level measurements at the southwest and southeast corners of the plant ranged from about 53-55 dBA L_{eq} . It is estimated that the 50 and 55 dB L_{eq} contours are about 800 and 450 feet from the center of the plant.

Miscellaneous Industries and Commercial Noise Sources

Other facilities that have some production of noise are the packing plants located in the southeast part of the City, auto body and paint

shops, and loading docks of larger food markets. Noise impacts from these facilities are small and are limited to the immediate area around the business.

Traffic noise exposure was calculated using the Federal Highway Administration Highway Traffic Noise Model (FHWA Model). The FHWA Model is the analytical method currently favored by most state and local agencies, including Caltrans, for highway traffic noise prediction. The Model is based upon reference energy emission levels for automobiles, medium trucks (2 axles) and heavy trucks (3 or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions, and is generally considered to be accurate within ± 1.5 dB. The Model assumes a clear view of traffic with no shielding at the receiver location. To predict L_{dn} values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume. The Calveno traffic noise emission curves were used as recommended by Caltrans to more accurately calculate noise levels generated by California traffic.

Traffic conditions for 1996 conditions that were used in FHWA Model were provided by Transportation Planning Group. Appendix A shows the traffic data used in the Model. Appendix B shows 1996 traffic noise levels calculated at 75 feet from roadway centers, which represents the approximate distance to the nearest residences which may be adjacent to the studied roadways. Appendix C shows the distances to noise contours from roadway centers.

In general, existing traffic noise levels on major roadways through Dinuba range from about 61-65 dB L_{dn} at 75 feet from roadway centers. On El Monte Way, from Road 70 to east of Road 72, the existing traffic noise level is about 70 dB L_{dn} . Traffic noise levels that are 60 dB L_{dn} or less usually are considered to be fully compatible with noise-sensitive uses, which include residences, schools, churches and hospitals. Levels between 60 and 70 dB L_{dn} are marginally acceptable, and levels over 70 dB L_{dn} usually are considered to be unacceptable.

Rail Noise

The San Joaquin Valley Railroad line passes through southwestern Dinuba. Based on the limited number of daily operations through

moving trains, the 60 dB L_{dn} noise contour would be located inside the railroad right-of-way, and therefore no noise impact will occur.

2.5 LIGHT AND GLARE

Generally, concerns over light and glare relate to the aesthetics of an area when a new light source is introduced in a relatively undeveloped or rural area. In other instances, new light sources can become a nuisance to adjacent land uses and possibly cause a hazardous condition for traffic.

Dinuba is a small rural community limited to primarily one- and two story structures in commercial and residential neighborhoods. Current sources of illumination in the community consist of street lamps, minor identification signage and other lighting associated with existing development. There are no existing glare impacts (i.e. buildings constructed of highly reflective materials) occurring within the Dinuba Area.

Development and growth in the City of Dinuba has resulted in increased night lighting in the region. Much of this development has occurred in the southwest and southeast quadrants of the City.

2.6 EXISTING LAND USE

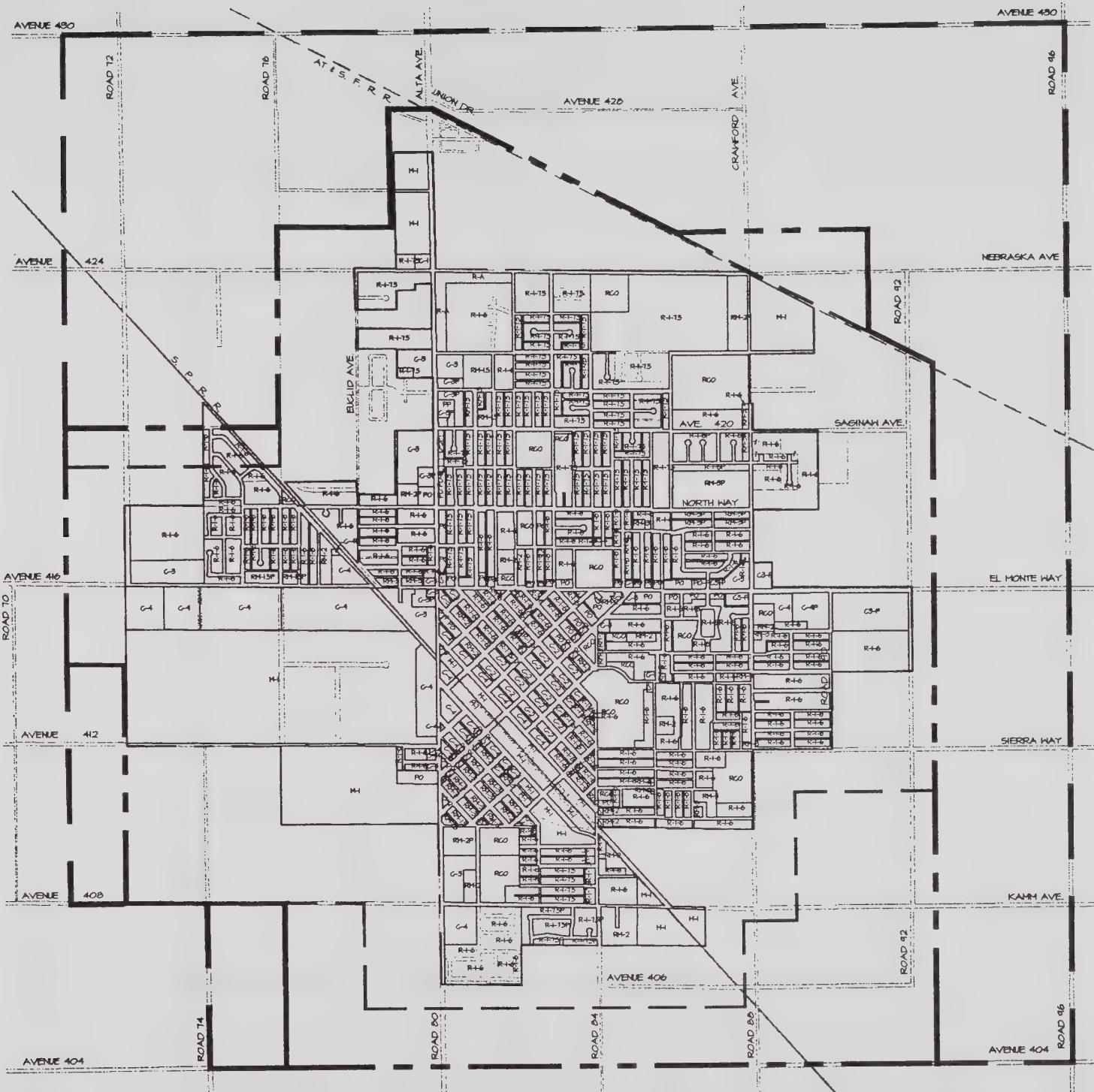
As with most cities in California, the detached single-family home is the predominant residential unit in Dinuba. Figure 2-9 is a zoning map of Dinuba showing concentrations of residential, commercial, industrial and agricultural land as prescribed by the current City Zoning ordinance.

2.6.1 Specific and Community Plans

In March, 1992 the City of Dinuba adopted the *Southwest Dinuba Specific Plan* that established land use, circulation and public facilities planning for approximately 626 acres of land in the Southwest Dinuba area. Figure 2-10 shows the planned land use for this area of the City.

2.6.2 Resources: Natural Features and Environmental Resources to Conserve

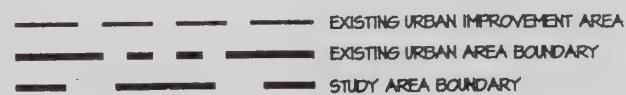
Water - Although Dinuba historically had drainage sloughs in the community, there are no current surface water features in Dinuba, except for open irrigation channels. Groundwater resources provide the City's water supply, with distribution via eight municipal water wells. The wells provide water for all uses including residential, commercial, and emergency service needs. Five of the eight wells provide potable water and are used for domestic purposes. The remaining three non-potable (which are contaminated by DBCPs and/or nitrates) are used primarily as "stand-by" wells for emergency services. The City is currently studying the potential to locate a new well at the north end of town near Nebraska and Crawford Avenues.



LEGEND

RCO	RESOURCE CONSERVATION, PUBLIC USE, & OPEN SPACE
RA	RESIDENTIAL ACREAGE
RM-2	MULTI-FAMILY (MED. HIGH & HIGH DENSITY)
RM-2P	MULTI-FAMILY (MED. HIGH & HIGH DENSITY) - OFF-STREET PARKING
RM-3	MULTI-FAMILY (MED. & MED. HIGH DENSITY)
RM-3P	MULTI-FAMILY (MED. & MED. HIGH DENSITY) - OFF-STREET PARKING
RM-15	MULTI-FAMILY (HIGH DENSITY)
RM-15P	MULTI-FAMILY (HIGH DENSITY) - OFF-STREET PARKING

R-1-6	ONE-FAMILY (6,000 SQ. FT.)
R-1-6P	ONE-FAMILY (6,000 SQ. FT.) - OFF-STREET PARKING
R-1-15	ONE-FAMILY (1500 SQ. FT.)
R-1-15P	ONE-FAMILY (1500 SQ. FT.) - OFF-STREET PARKING
PP	-
PO	PROFESSIONAL OFFICE
PO-P	PROFESSIONAL OFFICE - OFF-STREET PARKING
C-1	NEIGHBORHOOD COMMERCIAL
C-3P	COMMUNITY COMMERCIAL - OFF-STREET PARKING
C-4	GENERAL COMMERCIAL



North

Scale	Created	Drawn
1" = 2500'	7/26/96	AS
50' x 100' = 1/4" x 1/2"		

Concept Plan

Title

Zoning Map

Urban Area Boundary

Dinuba General Plan

Dinuba, California

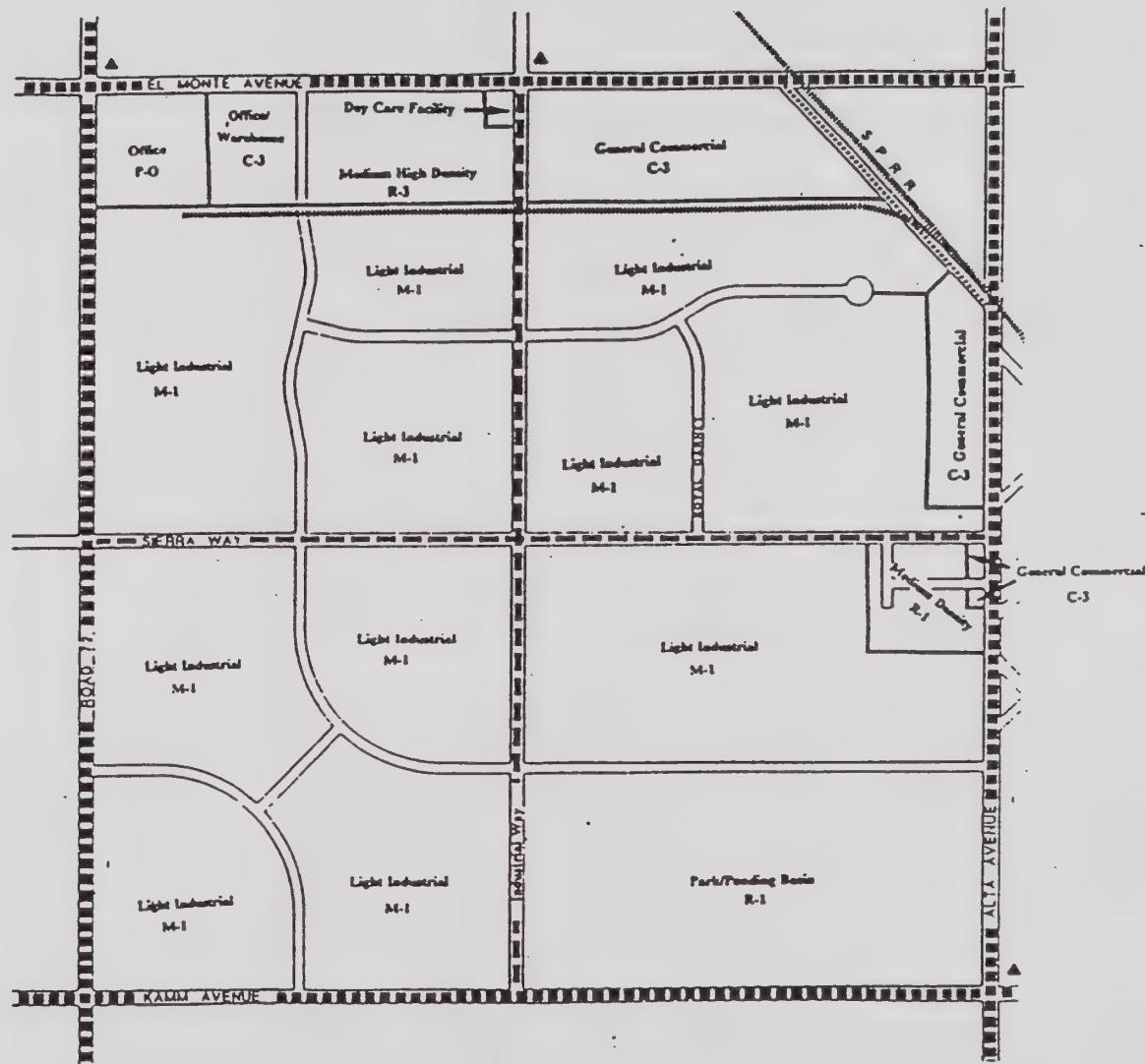
Job Number
9612

Client
DINUBA

QUAD

2-9

Specific Plan Land Use Map



Arterial •••••
 Collector - - - - -
 Proposed Traffic Signal ▲



SOUTHWEST DINUBA SPECIFIC PLAN

LAND USE ASSOCIATES

March 1992

Scale
1:2000
Created
2/24/95 10:53 AM
Printed
2/24/95 10:53 AM

Concept Plan
Title

Urban Area Boundary

Dinuba General Plan

Dinuba, California

Job Number
4642

QUAD

Client
DINUBA

2-10

The combined yield for all wells is approximately five million gallons per day or 8,900 gallons per minute (gpm). The five potable wells produce approximately 6,500 gpm, and the three stand-by wells produce approximately 2,500 gpm. The new well under study is anticipated to produce an average of 1,000 gpm, which will bring well water production up to approximately 10,000 gpm. The stand-by wells are also being tested to determine if they can be treated using an activated carbon filter process to reduce DBCP and nitrates to safe levels for human consumption.

Agricultural Land Use Soils - Dinuba is surrounded by farmland. Farms near Dinuba primarily grow orchard fruits, grapes, and corn. There are several locations within the City where agricultural uses are being conducted on land that has been designated for residential, commercial or industrial uses. Most farmland is irrigated. Currently, no land is designated or zoned for agriculture within the City limits.

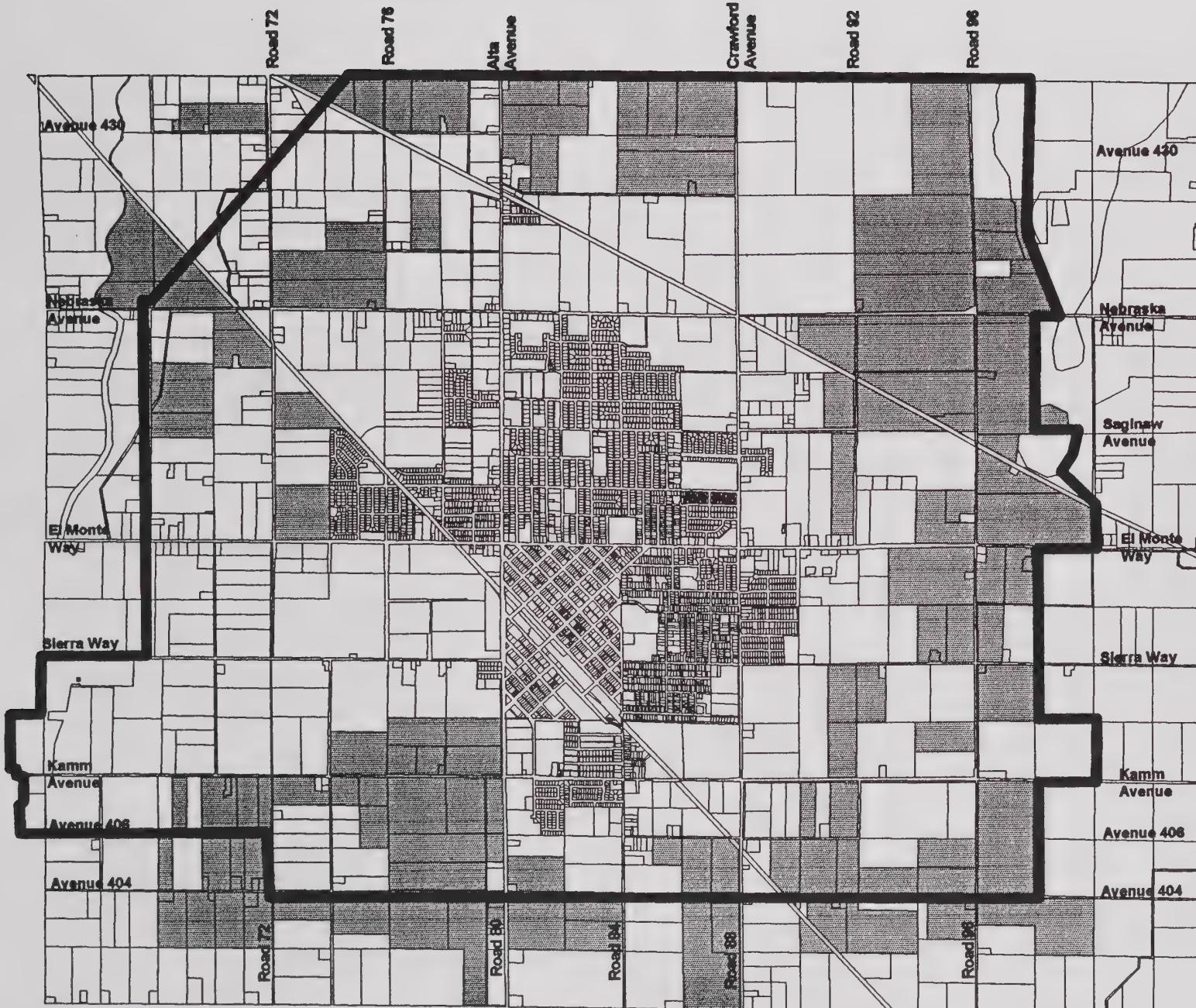
The Urban Area Boundary delineates the area around the City that may be affected by urbanization, and that will likely be annexed by the City. At this time, the City is well-defined by a hard edge of agricultural uses adjacent to urban development such as homes and businesses.

The soils in and near Dinuba are part of an extensive area of the San Joaquin Valley with "prime" agricultural (Class I and II) soils. Dinuba has approximately 5,000 acres of prime agricultural soil within the existing Urban Area Boundary. Approximately 1,500 acres of these prime soils within the Urban Area Boundary are under Williamson Act preserve contracts. Figure 2-11 highlights the agricultural preserves within the Dinuba Urban Area Boundary.

Plants and Animals - The Dinuba area is almost entirely developed with urban or agricultural uses. There are no areas within the City or Urban Area Boundary that host distinctive wild animals, or rare or endangered species. There are also no undisturbed natural areas within the City boundary. Some migratory birds do pass through the surrounding area, however, Dinuba is not a year round or seasonal habitat for migratory birds.

2.6.3 Visual Resources

Natural Visual Resources - The topography of the City and surrounding area is generally level to gently rolling. However, on clear days Dinuba has beautiful views of the mountains and hills to the east.



Legend

- Study Area Boundary
- Agricultural Preserves



Title

Agricultural Preserves

Developed Visual Resources - Dinuba has several older neighborhoods with streets lined with lush, mature trees. The trees provide shade and help reduce summer temperatures. The older homes are generally well maintained and add charm and elegance to the visual character of the community.

The surrounding orchards and crop lands also provide visual relief from the built environment by providing a backdrop of mature fruit trees and crops. During spring, the orchards provide additional visual benefits when the trees are in full bloom. The orchards also give a sense of rural character to the community.

The downtown business district has several older buildings from the early 1900s. The recent revitalization of the downtown and street improvements enhance historical character and architectural interest in the downtown. The downtown has become and continues to work toward becoming a primary community visual asset.

Air Quality - Several factors contribute to local air quality issues including: pollution sources; airflow patterns and wind direction; topography; and air and land temperatures. Dinuba is located within the San Joaquin Air Basin. This basin currently has a "non-attainment" status with respect to the California Ambient Air Quality Standards. Air pollution is generated by either point sources (i.e. industrial operations, agricultural sprays and dust), or by non-point sources which include automobiles. Winds are predominantly from the northwest and west. Since the Sierra Nevadas are located a relatively short distance to the east of the City, airflow patterns in the valley create an inversion, which encourages the development of smog in the valley, and in Dinuba. The warm spring and summer temperatures compound this situation.

Cultural and Historical Resources - The Southern Pacific Railroad has played a significant role in the development and form of Dinuba. The Railroad established Dinuba as a community in 1888, and the City incorporated in 1906. The heritage of Dinuba is linked to agriculture, the irrigation district and the railroad. The railroad lines enabled early farmers to easily ship goods to major markets in the northern and southern regions of the state. Dinuba was designated as a California Main Street City in 1992. This program helps downtown merchants enhance their business by improving the historic character and design scheme of their downtown.

2.6.4 Existing and Future Parks and Recreation Resources

Dinuba has seven existing parks within the City limits, totalling 29 acres. Most of the parks are fairly small, near or under an acre in size. A few of the other larger parks offer recreational opportunities and/or host community events. The City Parks and Recreation Master Plan identified locations for six new City parks, and called for expanding the existing Roosevelt Park. Open space and recreation facilities at Dinuba's schools is also considered part of these park inventory due to the cooperative agreement between the City and school district.

Two of the planned parks are intended to devote at least half of their area to runoff detention ponds, which would assist in flood control and also help recharge the groundwater basin. The pond areas could be developed with active recreational uses such as ballparks. All of the proposed parks would have areas designated for passive recreation and open space. The six proposed new parks and single expanded park would provide the City approximately 74 acres of additional park area. The new parks are planned for areas that are generally on the periphery of the current urbanized area. One park is proposed on the east side of the City, in the unincorporated area. The Master Plan proposes an exchange to acquire the site, or for the County to develop a regional park that would also serve Dinuba. Several existing vacant areas within the City could be evaluated to determine their value for open space conservation.

2.7 PUBLIC SAFETY

2.7.1 Risk of Upset

Seismic Hazards - The most serious direct earthquake hazard is the damage or collapse of buildings and other structures by ground shaking. Ground shaking is the vibration which radiates from the epicenter of an earthquake. Damage to structures from ground shaking is caused by the transmission of earthquake vibrations from the ground into the structure. The intensity of the vibration or shaking and its potential impact on building and other urban development is determined by several factors:

- ▶ The nature of the underlying materials, including rock and soil;
- ▶ The structural characteristics of a building;
- ▶ The quality of workmanship and materials used in its construction;

- ▶ The location of the epicenter and the magnitude of the earthquake; and
- ▶ The duration and character of the ground motion.

Older buildings constructed before building codes were in effect, and even newer buildings constructed before earthquake resistance provisions were included in building codes, are the most likely to suffer damage in an earthquake. Most of Dinuba's buildings are one or two stories high and are of wood frame construction, which is considered the most structurally resistant to earthquake damage.

Older masonry buildings without earthquake-resistant reinforcement are the most susceptible to the sort of structural failure which causes the greatest loss of lives. The susceptibility of a structure to damage from earthquake ground shaking is also related to the foundation material underlying the structure. A foundation of rock or very firm material intensifies short period motions which affect low-ridged building more than tall, flexible ones. A deep layer of logged soft alluvium may cushion low ridged buildings, but accentuate the motion in tall buildings. The amplified motion resulting from softer alluvium soils can also severely damage older masonry buildings. Some unreinforced masonry buildings are located in downtown Dinuba. No assessment of these buildings has been made.

Other potentially dangerous conditions include building projections which are not firmly anchored, such as parapets and cornices. These projections could collapse during periods of strong and/or sustained ground shaking.

Fire is often a major form of damage resulting from ground shaking effects. Most earthquake-induced fires start because of ruptured gas lines, damage to wood, gas or electric stoves and damage to other gas or electric equipment.

Flooding Hazards - Section 2.3.2, Flood Conditions, describes the flood hazard settings.

Fire Hazards - Both structural and wildland fire hazards threaten life and property within the Dinuba vicinity. Wildland fires resulting from both man-made and natural causes occur in brush, or grasslands, primarily in sparsely developed or existing open space lands. Structures and urban development may also be threatened or destroyed

in the area of wildland fires. Structural fires usually result from man-made causes and threaten industrial, residential and commercial structures, especially those built before building and fire codes were established. These substandard structures represent the highest potential for injury, death, or loss of property.

2.7.2 Fire Protection

The Dinuba Fire Department provides fire, rescue and emergency medical response service to the City of Dinuba. The Fire Department has thirteen full-time firefighters, eighteen reserves, three engines, and three ambulances which serve Dinuba and the surrounding area. The City and the County Fire Department/Division of Forestry have mutual aid and instant aid agreements to provide service to the Dinuba area. The City of Dinuba has a Fire Insurance Classification Rating of 4 within a five mile radius of the City.

2.8 POPULATION

In 1980, the U.S. Bureau of Census put the City of Dinuba's population at 9,907 by 1990 this figure had reached 12,743 City residents. Overall, this growth rate averages approximately 2.5 percent per year.

Annual population estimates prepared by the State Department of Finance show that Dinuba is currently growing at an average rate of approximately 4.1 percent since the 1990 U.S. Census. As of January 1, 1997, the population was estimated to be 14,987. Population projections presently acknowledged by the City indicate the average annual growth rate is expected to range from four percent to five percent through the year 2040 when the City's population is anticipated to be over 40,000 residents.

TABLE 2-3
City of Dinuba
Population Projections Based Upon Existing Trends

Year	1980	1990	2000	2010	2020	2030	2040
Population	9,907 (actual)	12,743 (actual)	17,735	22,151	27,387	33,516	40,464

2.9 HOUSING

Housing data for the City of Dinuba is included within the *General Plan Housing Element*, amended November 1995. This report used statistics from the 1991 Housing Quality Survey showing the housing stock at 3,922 units. The report estimated an additional 603 housing units would be needed in the City of Dinuba by the year 1997.

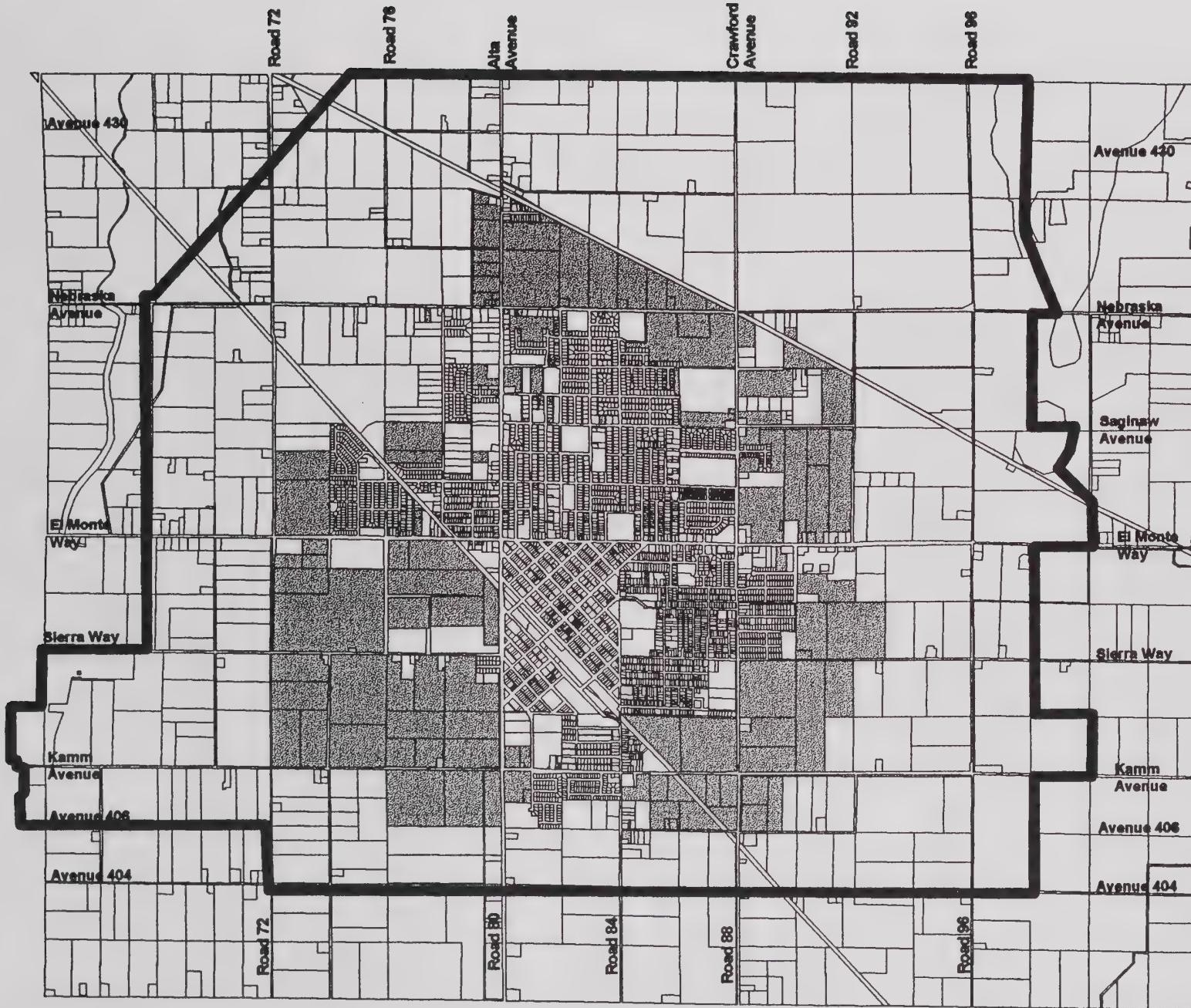
New housing will be constructed on undeveloped lands available for housing in accord with the General Plan. These include infill areas, City fringe locations and unincorporated reserve lands. Infill areas are vacant and/or redevelopable lands presently within the built-up portion of the City that can be reasonably served with existing public facilities (i.e., water, sewer, storm drainage, etc.). Fringe locations include vacant and/or agricultural land within the City limits, but situated on the fringes of existing residential development. Reserve lands include unincorporated areas within the City's Sphere of Influence, presently zoned for limited agriculture and designated in the County's General Plan as urban reserve. Figure 2-12 indicates vacant or agricultural properties designated for future urban development.

2.10 TRANSPORTATION AND CIRCULATION

2.10.1 Existing 1988 General Plan

The City of Dinuba adopted the current Circulation Element in 1988 as part of the General Plan Update. For the purposes of this report the Tulare County Association of Governments (TCAG) prepared analyses on the build-out of the 1988 Circulation Element. Although the horizon year for the 1988 General Plan was 2010, the year of 2015 was used for consistency with the other alternatives under consideration. In order to assess the "no project" alternative, which would be the build-out of the existing 1988 Circulation Element, the following opportunities and development issues have been identified.

TCAG generated data, based on the County's traffic model, MINUTP. Using daily traffic volumes projected for the street system, volume to capacity ratios were established and level of service calculations were projected to the year of 2015. The levels of service have been estimated using the Florida Tables methodology. The City of Dinuba has adopted level of service "C" as their standard for traffic impact study purposes. The Tulare County Congestion Management Program has adopted "D" as its rural standard. Therefore, all street segments



Legend

- Study Area Boundary
- Vacant or Vacant Bldg.



Title

Vacant Properties

QUAD
geographic information systems

Figure

2-12

assessed will be evaluated for maintenance of a level of service "C". Figures 2-13 and 2-14 exhibits illustrate 2015 Average Daily Traffic and 2015 Level of Service for the Dinuba area.

2.10.2 Opportunities

Analysis of the traffic conditions with build-out of the 1988 Circulation Element indicates that City roadways will function at reasonable levels. The two major arterials serving the Dinuba area are El Monte Way and Alta Avenue, which are the main thoroughfares into Dinuba from outlying areas. The majority of the street segments are projected to operate at level of service "A". The 2015 volumes and anticipated street configurations indicate that additional capacity exists on the roadways in the northeast and northwest areas. These areas could provide for additional traffic volumes without compromising service levels.

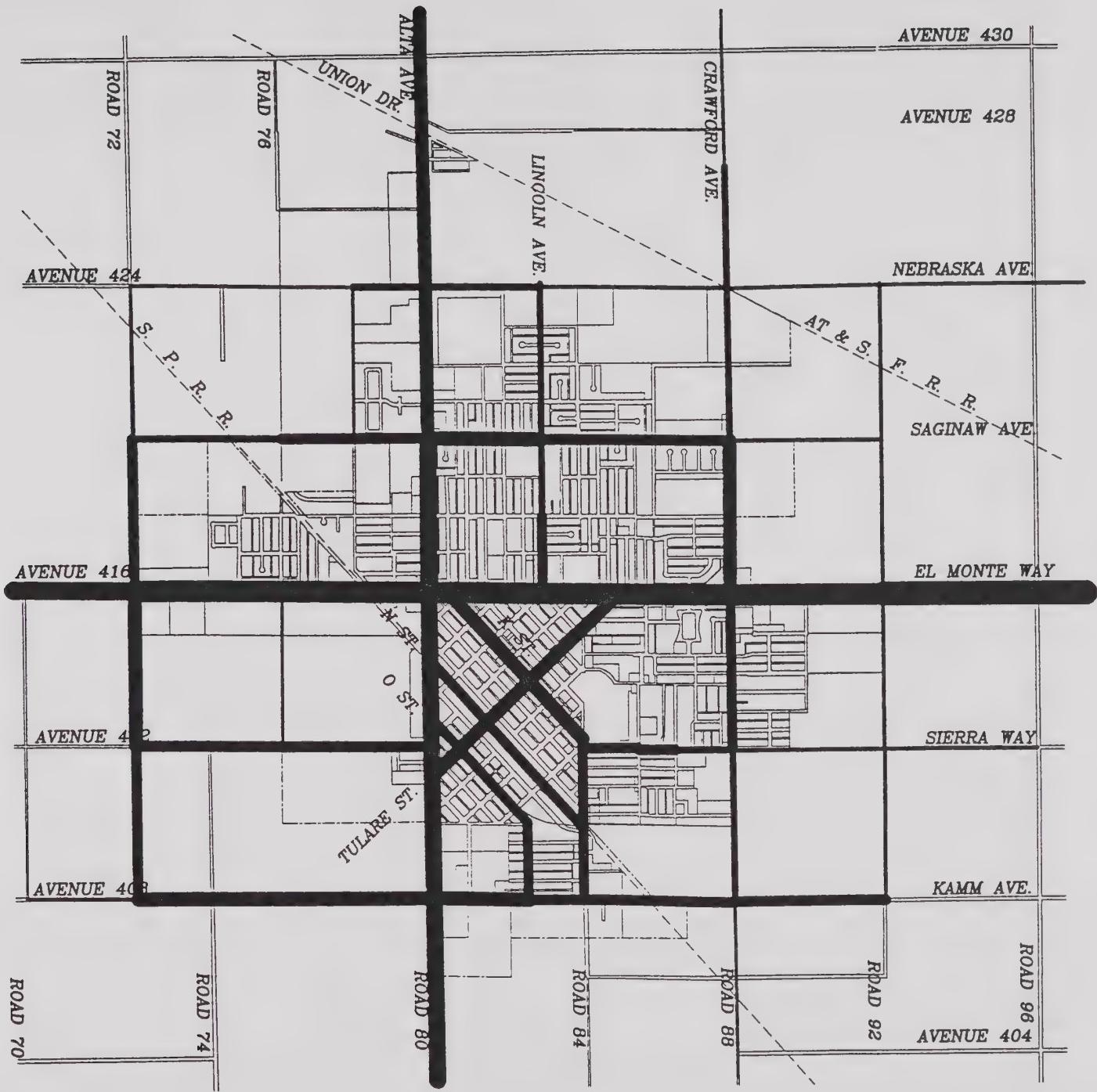
2.10.3 Development Issues

Three areas of concern exist with the build-out of the existing 1988 Circulation Element. These concerns focus on El Monte Way between Road 70 and Road 92, Alta Avenue south the Kamm, and Tulare Avenue through the downtown.

The projected 2015 volumes indicate that El Monte Way will operate at a level of service "B" or "C". The segment west of Road 72 will operate at a level of service "B" and carries regional trips coming into and leaving Dinuba from the west. The segment of El Monte from Road 72 to Crawford Avenue will operate at a level of service "B" but could have some isolated issues. El Monte from Crawford to Road 92 will operate at a level of service "C". Again, similar to the west portion of El Monte, limited capacity will be available. The County model assumed the configuration of El Monte Way as a four lane facility, which would require expansion from its current three-lane configuration.

Statistical traffic projections indicate that there will not be a problem for through vehicle movements by the year 2015. However, based upon community input and a survey of local conditions, it is acknowledged that inconsistent lane configurations on Alta and El Monte, a high percentage of truck traffic and, intervening roadways create conflicts on Alta, El Monte and Tulare Street. This is especially true for El Monte.

A segment of Alta Avenue, south of Kamm is the other major entry into Dinuba from the south. This segment is projected to operate at a level of service "D" in 2015. Limited capacity will be available on this



SOURCE: TRANSPORTATION PLANNING GROUP



Dinuba Circulation Element
2015 Average Daily Traffic

Figure
2-13



segment for future traffic. Truck traffic associated with the industrial uses in the southwest portion of the City will contribute to the traffic volumes on this roadway. The County model assumed the configuration of Alta Avenue as a four lane facility.

Tulare Avenue through the downtown is projected to operate at a level of service "D" in 2015. This service level can be classified as "typical" for a central business district area. A level of service "D" would be approaching the unstable level. However, it is common for downtown areas to tolerate higher levels of congestion due to the nature of uses accommodated in a business district.

2.11 PUBLIC SERVICES AND UTILITIES

2.11.1 Law Enforcement

The City of Dinuba is patrolled on a 24 hour basis by the City operated police force. The police department currently consists of eleven patrol offices, 15 reserves, 5 sergeants, and 2 detectives. In 1995 the department responded to approximately 19,000 calls for service. The City operates under a mutual aid agreement with the Tulare County Sheriff's Department.

2.11.2 Solid Waste Disposal

The City of Dinuba has contracted with a private carrier to provide pickup of solid waste within the City limits. Service pickup is provided once per week and waste is delivered to the Tulare County Visalia Landfill. The City is undergoing efforts to implement a city-wide split bin recycling program. Recycled material will be transported to a private enterprise for sorting and processing. Green waste will be used for compost and other wastes will be processed at the County landfill.

2.11.3 Health Services

Dinuba is served by a Alta District Hospital, a 51-bed facility with a 17-bed convalescent wing. Alta District Hospital has eight staff physicians and is the only hospital located within the incorporated City limits. Several medical clinics provide private and public health care services within the City limits and three private convalescent homes/hospitals provide a variety of levels of care for seniors and the infirmed ranging from assisted living to full convalescent care. Specialized medical services are available within twenty to thirty minutes from Dinuba in Visalia or Fresno.

2.11.4 Schools

Educational services are provided by the Dinuba Public School System. The Dinuba Public School System is a joint administrative branch for the Dinuba Elementary School District and the Dinuba Joint Union High School District.

Of the eight schools operated by the District, six of these campuses are situated within the corporate limits of the City of Dinuba; seven are within the City's sphere of influence. These schools, and their present enrollment and designed capacity are shown on Table 2-4.

TABLE 2-4
DINUBA PUBLIC SCHOOL SYSTEM
SCHOOL ENROLLMENTS AND DESIGN CAPACITIES

School		Enrollment	Design Capacity
Sierra Vista Continuation School	(10-12)	110	75
Dinuba High School	(9-12)	1,161	1,200
Washington Jr. High School	(7-8)	679	526
Grand View Elementary (outside sphere of influence)	(K-6)	207	195
Jefferson Elementary	(K-6)	663	559
Lincoln Elementary	(K-6)	571	535
Wilson Elementary	(K-6)	558	517
Roosevelt Elementary	(K-6)	447	425

SOURCE: Dinuba Elementary School District, March 1995

A developer fee justification report, prepared by the Dinuba Public Schools System in March of 1996, identified overcrowded conditions in all of Dinuba's schools. This overcrowding was compounded by recent passage of SB1777 and SB1789 which provides financial incentives to schools which are able to reduce class size in grades K-3 to a ratio of 20 pupils per teacher by February, 1997. The District has proposed plans to reduce class size and relieve current overcrowding by enlarging existing sites and adding relocatable classrooms. Future student enrollment projections indicate new school sites will be needed to accommodate future development and increased student enrollment. Current and future expansions will be funded through the State of

California, local property taxes and developer fees levied in accordance with State legislation.

2.11.5 Water Supply

The City's water supply and distribution system was studied on a comprehensive basis in the *Water system Evaluation/Water Quality Evaluation* prepared by Boyle Engineers, September, 1993. A summary of the Plan's findings and recommendations are as follows:

- ▶ The study area included all of the land within the urban boundary area (approximately 3.375 acres) defined by the City Planning Staff.
- ▶ The population of the Dinuba study area was expected to increase from the 1982 population of 10,194 to 16,130 in the year 2000.
- ▶ The existing system consisted of eight (No. 3, 7, 9, 11, 12, 14, 15, 16) operating wells, a 200,000 gallon elevated tank and a water distribution system.
- ▶ Average day and maximum day water demands were estimated at 3.2 and 5.9 million gallons per day (MGD), respectively.
- ▶ Fire flow was recommended to be 2,500 gallons per minute for residential areas and 4,000 gallons per minute for commercial/industrial areas.
- ▶ The hydraulic capacity of the existing distribution system was found to be generally adequate for meeting normal domestic and commercial/industrial flows. The system cannot generally deliver fire flows without low or negative pressures occurring in the system.
- ▶ The existing elevated storage tank appeared to be in good condition. Due to the limited size of the tank, it was assumed that fire flows were supplied by the wells.
- ▶ No instrumentation and central control system was in operation at the time.
- ▶ Sand from the wells was being carried throughout the distribution system, and was a severe problem.

- ▶ The three City wells (No. 2, 6, and 7) that were highly contaminated with DBCP should be removed from service.
- ▶ The two wells (No. 2 and 4) that have exceeded their reliable lives should be utilized as standby only.
- ▶ The drilling of four new wells should proceed immediately.
- ▶ The improvements to the distribution system listed as priority one should begin as soon as funding becomes available

Regarding the Master Plan findings and recommendations, the City has implemented several items including the following:

- ▶ Due to water quality issues, Well No.'s 1, 2, 4, 6, and 7 have been removed from service.
- ▶ Five additional wells have been constructed (No. 11, 12, 14, 15, and 16) and are currently in service.
- ▶ Standby power units are operational at two wells (No. 14 and 16).
- ▶ Improvements to the distribution system recommended by the Master Plan have been partially completed.

Water Requirements

The Master Plan projected a 1995 overall water system demand as follows:

Year	Population	Average Daily Demand (gallons)	Maximum Daily Demand (gallons)
1995	14,425	4,546,000	9,092,000

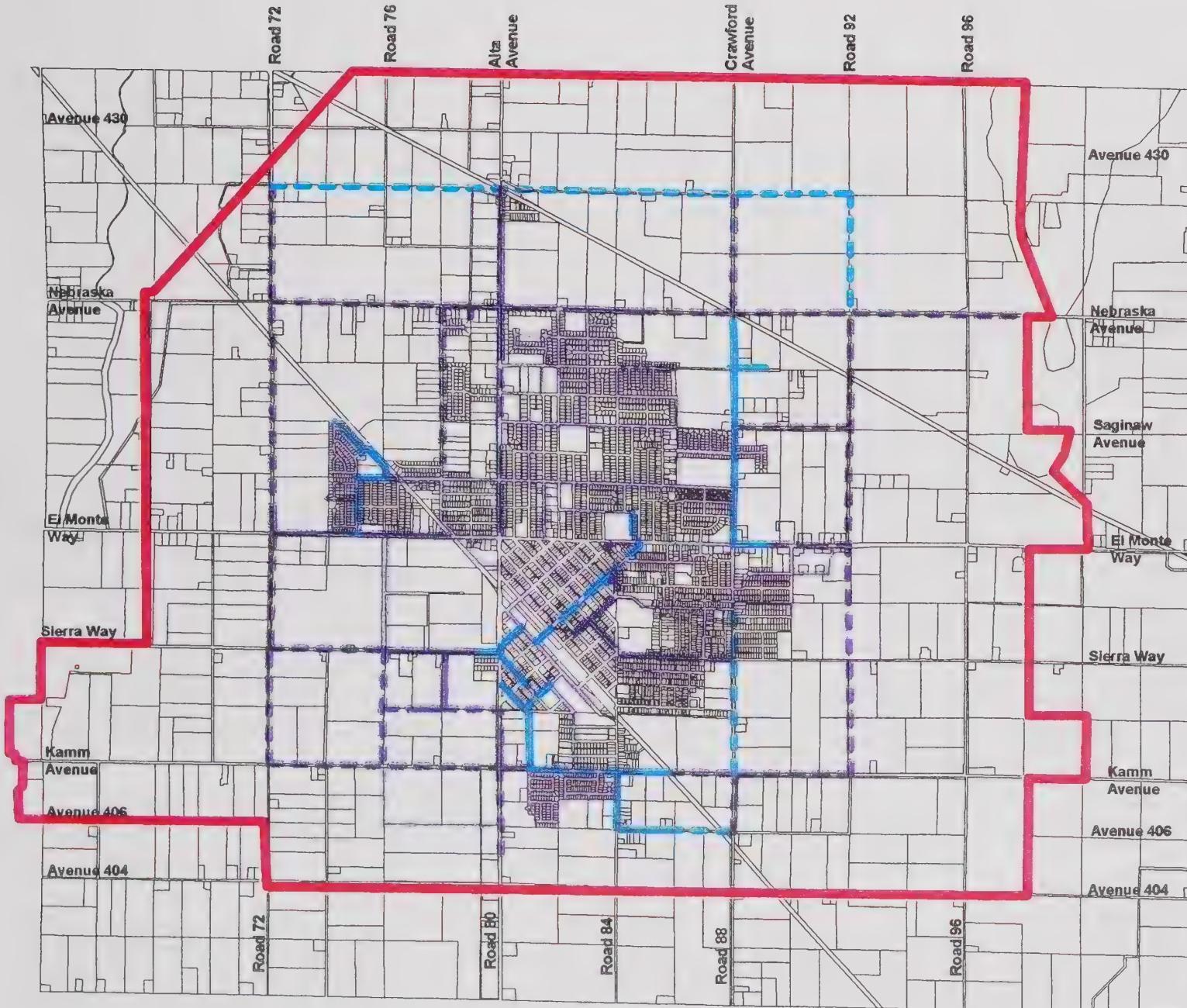
The City's 1994 pumping records indicate that average daily demand was approximately 2,905,000 gallons per day, with a maximum daily demand of approximately 5,900,000 gallons per day. The Master Plan's higher projected use was primarily due to an assumption of commercial/industrial demand which has not reached said levels. Based upon recent data, the city's existing water system supply capacity is summarized as follows:

- ▶ Average Daily Demand 2,905,000 gallons (2,017 GPM)
- ▶ Maximum Daily Demand 5,900,000 gallons (4,097 GPM)
- ▶ Peak Hour Demand 10,325,000 gallons (7,170 GPM)
- ▶ Total Well Capacity 12,009,600 gallons (8,340 GPM)
- ▶ Fire Flow Rates
 - Residential 500 to 1,500 GPM
 - Multi-family 2,500 GPM
 - Commercial/Industrial 4,000 GPM
- ▶ Reliable Well Capacity 8,409,600 gallons (5,840 GPM)
 - (Largest and oldest well out of service)

Tulare County Standards for fire flows require a minimum of 2,500 gallons per minute for heavy industry, a minimum of 500 gallons per minute for single-family residential, and a minimum of 1,500 gallons per minute for all other areas. If the Master Plan recommended fire flows are followed, the City's reliable well capacity would be deficient by 2,257 gallons per minute; Tulare County Fire Flow Standards would indicate a deficiency of 757 gallons per minute, which could be met for three hours by the water stored in the elevated tank. In order to meet the most demanding standards, an additional two wells producing approximately 1,200 gallons per minute would need to be constructed for current demand. Figure 2-15 details existing and proposed water lines.

Population projections (high rate of growth) to the year 2015 indicate a service area population of approximately 28,500. Assuming the same per capita demand as presently experienced, the year 2015 water system design requirements would be as follows:

- ▶ Average Daily Demand 5,693,000 gallons (3,960 GPM)
- ▶ Maximum Daily Demand 11,386,000 gallons (7,910 GPM)
- ▶ Peak Hour Demand 19,926,000 gallons (13,840 GPM)
- ▶ Reliable Well Capacity 11,910 GPM



Legend

- Study Area Boundary
- Water Mains**
- ~~~~~ 8" water main
- ~~~~~ 8" water main (future)
- ~~~~~ 10" water main
- ~~~~~ 10" water main (future)
- ~~~~~ 12" water main
- ~~~~~ 12" water main (future)



North
Not to Scale

For the City to provide the projected year 2015 demand, a minimum of an additional 6,070 gallons per minute of well production capacity will be needed. Assuming an average well yield approaching 1,000 gallons per minute, a minimum of seven (7) new wells would need to be constructed over the next twenty years. Heavy industrial users may cause the construction of additional wells. Alternatives to meet fire flow demand could include a storage tank with a minimum storage capacity of one million gallons.

The distribution system should be expanded on the basis of constructing a network system of minimum 12-inch diameter water mains on a maximum one mile grid pattern. Well locations could cause the grid spacing of 12-inch mains to be less than one mile. Industrial areas should be constructed with a network grid spacing of 12-inch water mains at a maximum one-half mile grid patterns.

The water system can be readily and incrementally expanded to serve newly developed areas. System development charges can be developed on the basis of the proposed new wells and water mains needed for future development.

As urban growth replaces agricultural land uses, a regional concern for groundwater recharge and overdraft will become an issue for both the City of Dinuba and the surrounding farm land. As ditches become piped and irrigated agricultural lands are developed for urban use, the amount of groundwater recharge will be reduced while groundwater pumping continues in the same area at equal or greater rates. Retention of surface water allocations associated with land that is converted from agricultural use to urban development. The City could maintain these water allocations for the purpose of either a groundwater recharge program or the future use of said surface water for direct treated City consumption.

2.11.6 Wastewater Disposal

Sanitary Sewer System - The City of Dinuba's sanitary sewer system is comprised of two major components, the collection system including gravity collection mains, manholes, service laterals, pump stations and trunk sewer mains, and the Water Reclamation Facilities including the headworks/pump station, primary clarification, trickling filters, secondary clarification, polishing ponds and evaporation/percolation ponds.

Sewer Collection System - Several studies of the City's system have been conducted in the past. A 1967 "Report on Wastewater Survey"

by John Carollo Engineers studied the City's collecting sewers, interceptor (trunk) sewers, treatment facilities, and effluent disposal. In 1971, John Carollo Engineers completed a follow-up report titled "Report to City of Dinuba on Dinuba Industrial Sewers." The cost estimates included in the 1971 report were updated in November, 1974 by John Carollo Engineers. A "Trunk Sewer Survey" was completed in January, 1973 by John Carollo Engineers, to supplement the 1971 report by including residential as well as industrial needs. In September, 1987 a report titled "City of Dinuba, East Side Sanitary Sewer Study" was completed by QUAD Engineering.

Several of the previous studies are now over twenty-five years old; however, a significant portion of the conclusions and recommendations are valid today. The previous study findings applicable today include:

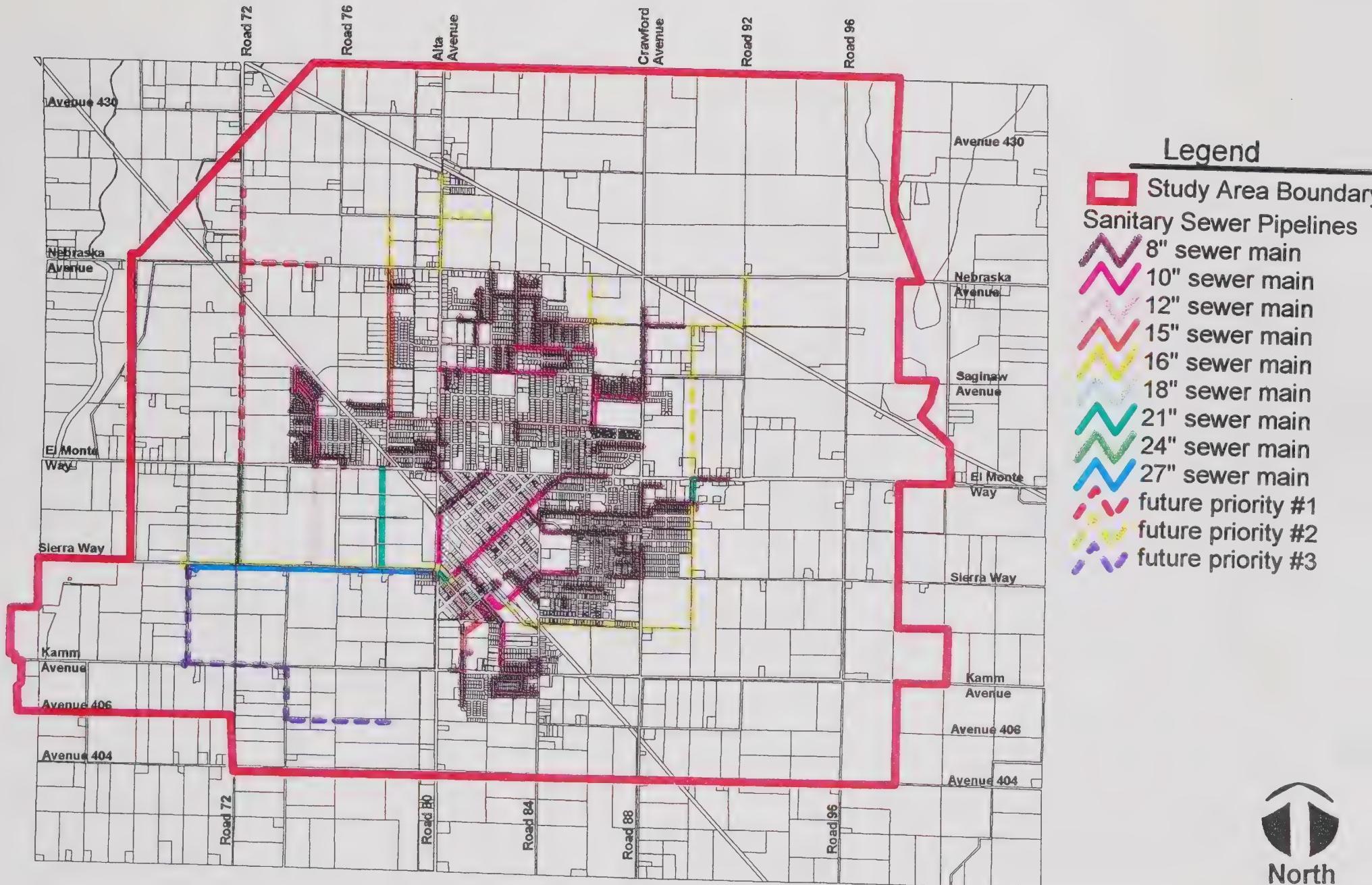
- ▶ The existing three trunk sewers (16 inch, 18 inch, and 27 inch) in Sierra Way, West of Alta Avenue, have a combined maximum capacity of 8.25 million gallons per day (MGD). Based upon current average daily dry weather flows of 1.7 million gallons per day for a population of approximately 14,500, the existing trunk sewers should serve a population of approximately 22,000 persons, assuming a wet weather peaking factor of 3.2. These trunk sewers and their in use capacities should be reviewed in the year 2010 or earlier.
- ▶ As indicated in the 1973 report, the existing 12-inch sewer between El Monte and Sierra Way along the southerly extension of Alice was experiencing peak flows of 85 percent of its capacity. The recommended M-2 alternate relief line was later constructed by the City between El Monte Way and Sierra Way, along an alignment west of the southerly projection of Euclid. The M-2 trunk sewer was to have a design capacity of 1.752 million gallons per day; however, this capacity has not been recently confirmed.

The 1973 report also recommended a 15-inch sewer in Euclid Avenue, from the pump station near Bloomingdale Way north to Nebraska Avenue. The line segment has a design capacity of 1.50 million gallons per day, as recommended by the 1973 report. This trunk sewer should be extended east in Nebraska Avenue to Lincoln Avenue and north of Nebraska Avenue along the Euclid Avenue alignment to serve the area bounded by Road 76, Avenue 430, Crawford Avenue and Nebraska Avenue. The service area east of Lincoln Avenue will need a pump

station to access this trunk sewer. The existing 12-inch trunk in Euclid Avenue, between Bloomingdale Way and the existing trunk sewer needs to be supplemented by a minimum 12-inch parallel trunk sewer to accommodate the proposed new growth areas described above.

- ▶ As also reported in the 1973 report, sanitary sewer service to the area of the City east of Crawford Avenue and north of Kamm Avenue was extremely limited due to the sizes and depths of the existing collection system. The long discussed East Side Trunk Sewer would need to be constructed to facilitate any further development east of Crawford Avenue. The proposed East Side Trunk Sewer would begin at Uruapan and Mono and proceed easterly to the Randle Avenue alignment and north to Nebraska Avenue, providing sewer service to build-out of the area. The 1973 report did not assume any significant industrial land uses east of Crawford Avenue. The 1987 report assumed that an industrial zone would be developed north of Nebraska Avenue and east of Crawford Avenue. For this review, it is assumed that future industrial development will be occurring in the City's current Industrial Park Area off of Sierra Way, west of Alta Avenue.
- ▶ The 1973 report indicated that the existing sewer system had very limited capacity to development south of Kamm Avenue. Development south of Kamm Avenue to Avenue 404 will require the construction of a smaller new trunk sewer along the Avenue 406 alignment from Road 92 west to the Water Reclamation Facilities.
- ▶ The remaining new growth area to the northwest, bounded generally by Sierra Way, Road 72, Avenue 430, Euclid Avenue (alignment), Saginaw Avenue, and the Road 74 (alignment) would be served by a trunk sewer in Road 72, from Sierra Way north to Nebraska Avenue. A significant portion of this trunk sewer has been recently constructed from Sierra Way north to El Monte Way.

Development in the above described sewer service area north of El Monte Way can be served by the proposed trunk sewer to full build-out of the area. Figure 2-16 details existing & future sewer lines.



Legend

- Study Area Boundary:** Red square
- Sanitary Sewer Pipelines:**
- 8" sewer main: Red zigzag
- 10" sewer main: Magenta zigzag
- 12" sewer main: Light blue zigzag
- 15" sewer main: Yellow zigzag
- 16" sewer main: Green zigzag
- 18" sewer main: Dark blue zigzag
- 21" sewer main: Teal zigzag
- 24" sewer main: Light green zigzag
- 27" sewer main: Blue zigzag
- future priority #1:** Red dashed
- future priority #2:** Magenta dashed
- future priority #3:** Purple dashed



North
Not to Scale

QUAD

Title

Sewer Lines

Figure

2-16

Wastewater Reclamation Facilities - The City of Dinuba's Wastewater Reclamation Facilities (WRF) were comprehensively studied in an August, 1992 report titled "*Wastewater Reclamation Facilities Plan for the City of Dinuba, Final Report*", prepared by John Carollo Engineers. The Report indicated that the discharge from the WRF was in violation of Waste Discharge Order No. 82-113 for failure to comply with a 30-day average biochemical oxygen (BOD₅) limit set at 40 milligrams per liter (mg/l) because the plant was organically overloaded beyond its design capacity of 4,053 lbs. BOD₅/day. Since the Report was prepared, the City has completed several improvement projects to the WRF as follows:

- ▶ Completion of pretreatment facilities at Ruiz Foods for the removal of oil and grease from their industrial wastewater. Removal efficiencies of 80% to 90% have been achieved;
- ▶ Installation of a new center column assembly and rotary distributor arms on the high rate trickling filter to greatly improve its performance and operator control;
- ▶ Installation of diffuser nozzles on the standard rate trickling filter to restore their treatment capacity;
- ▶ Removal of accumulated biosolids (sludge) from the polishing ponds to improve their treatment capacity;
- ▶ Construction of additional (approximately 10 acres) evaporation/percolation ponds to increase disposal capacity;
- ▶ Removing accumulated biosolids from the disposal ponds and ripping their bottoms for maintenance of disposal capacity;
- ▶ Replaced corroded digester gas diffuser manifold piping inside the digester control building;
- ▶ Installed new pump seals and repaired leaking check valve for Pond Pump No. 2;
- ▶ Repaired erosion damage to provide access walkways to the distribution valves for the newer percolation/evaporation ponds Nos. 1, 2, 3 and 4; and

- ▶ General operational improvements to maximize the performance capabilities of the existing process units.

The effluent water quality from the WRF has shown significant improvement in 1996. Recent monitoring reports indicate that effluent BOD₅ levels have been consistently below the 40 mg/l limitation. Influent data for July/August indicates an average daily flow of 1.65 mgd, with influent averaged BOD₅ levels of 230 mg/l; based upon this recent data, the WRF is experiencing an average daily BOD₅ loading of 3,515 lbs. Or approximately 87 percent of design capacity. The reduction in organic loadings since the 1992 Report findings (September 1991, 5,242 lbs/day) are attributed to the fire related closure of the Zacky Farms facilities and the pretreatment facilities at Ruiz Foods. While the recent reduced organic loadings and improved plant performance are positive developments, the City must continue to focus upon the recommendations of the 1992 Report to plan and construct additional plant capacity as follows:

- ▶ Interim Project Improvements: Conversion of the existing oxidation/polishing ponds into a "dual-power level, multicellular" (DPMC) aerated lagoon system. Add 33 acres of additional evaporation/percolation ponds.
- ▶ First Stage Improvements: Modification of the WRF to the activated sludge process by conversion of Treatment Pond No. 1 to extended aeration along with the construction of secondary clarifiers and a Return Activated Sludge (RAS)/Waste Activated Sludge (WAS) pump station and piping. New "decanting" type sludge drying beds would be constructed at the old landfill site adjacent to Sierra Way. Additional evaporation/percolation pond construction would be required. Yard piping and electrical system improvements would complete this phase.

If the Interim Project and First Stage Improvements are undertaken simultaneously, the modified WRF will then have a design capacity as follows:

▶ Average Daily Flow, MGD	1.92
▶ Maximum Month Flow, MGD	2.32
▶ Maximum Month BOD loading, lbs/day	5,669

Based upon the July/August monitoring report data and population projections to the year 2015, the Interim and First Stage Project would provide flow capacity for a population of approximately 16,400 persons (assuming the current industrial flow/loading contribution) which at a 2.5% annual growth rate would be realized in the year 2001. The organic loading on the WRF (based upon the same assumptions stated above) in the year 2001 would approximately be 3,970 lbs/day, which would be approximately 70 percent of the design capacity. The City has sold bonds to finance the recommended improvements and construction is to begin during the scheduled 1997-98 fiscal year.

2.11.7 Storm Drainage

The City of Dinuba's Storm Drainage System was last studied on a comprehensive basis in 1989 with the completion of the *City of Dinuba Storm Drainage Master Plan*. The objectives of the report were summarized as follows:

- ▶ To collate and evaluate all available data regarding the City's existing storm drainage systems;
- ▶ To evaluate the storm drainage needs of the existing developed community and of community growth anticipated in accordance with the City's adopted General Plan;
- ▶ To prepare conceptual designs for park/pond retention basin drainage systems or other feasible methods of supplementing existing community drainage systems and serving new growth and development;
- ▶ To recommend alternative methods of financing the required storm drainage facilities; and
- ▶ To provide guidelines and standards for the design of City and intract subdivider-provided facilities.

The existing system was found to be functionally subdivided into a number of subsystems as follows:

Sequoia-Alta System

This drainage area generally consists of the developed portions of the City north of Saginaw Avenue lying east of Alta Avenue. Surface runoff flows enter an existing pipe system through numerous inlets.

The existing pipe system begins with pipe sizes of twelve inches in diameter that increase to a maximum size of twenty-four inches in diameter before entering an existing storm drain pump station at the Alta Irrigation District ditch, located west of Alta Avenue. The system experiences calculated surcharges ranging from 135 to 392 percent, based upon the evaluation of two-year storm intensities. The capacity of the existing storm drain pump station is approximately 8.3 cfs (one pump at 6.0 cfs, one pump at 2.3 cfs).

Northway System

The Northway drainage area generally consists of the developed portion of the City north of North Way lying east of Alta Avenue. Surface runoff flows enter the existing pipe system through numerous inlets. The existing system begins with pipe sizes of twelve inches in diameter that increase to a maximum size of twenty-one inches in diameter before entering the existing storm drain pump station at the Alta Irrigation District ditch located west of Alta Avenue and crossing North Way. The system experiences calculated surcharges ranging from 161 to 542 percent, based upon the evaluation of two-year storm intensities. The capacity of the existing storm drain pump station is approximately 8.3 cfs (one pump at 6.0 cfs, one pump at 2.3 cfs).

Midtown System

The Midtown System is the City's single largest existing storm drainage subsystem area, with three points of discharge to Alta Irrigation District facilities.

The first subarea comprising this subsystem is generally north of El Monte Avenue, lying east of Alta Avenue. Surface runoff flows are collected at the east end of the drainage area (starting at Crawford Avenue) near Robert Place (a location frequently flooded) and are pumped to the surface at El Monte Avenue, west of Hayes Avenue. Surface runoff flows begin entry into the existing pipe system in El Monte Way via inlets at Lincoln Avenue. This pipe system continues in El Monte Way to Alta Avenue. Periodic flooding occurs in the Alta Avenue/El Monte Way Intersection. The existing system consists of pipe sizes of eighteen inches in diameter that continue to the existing storm drain pump station at the Alta Irrigation District ditch, located west of the intersection of Alta Avenue and "M" Street. The system experiences calculated surcharges ranging from 466 to 683 percent, based upon two-year storm intensities. The capacity of the existing

storm drain pump station is approximately 5.5 cfs (one pump).

The second subarea lies generally south of El Monte Way Avenue, east of Alta Avenue and north of Merced Street. Surface runoff flows begin entering an existing pipe system through inlets at the intersection of "M" and Merced Streets. The existing pipe system begins with pipe sizes of twelve inches in diameter that increase to twenty-one inches in diameter before entering the existing storm drain pump station at the Alta Irrigation District ditch, located on the west side of Alta Avenue. The pipe system experiences calculated surcharges ranging from 398 to 1,059 percent, based upon two-year storm intensities. The capacity of the existing storm drain pump station is approximately 4.4 cfs (two pumps, each at 2.2 cfs).

The third subarea is generally south of El Monte Avenue, east of Alta Avenue, north of Vassar Avenue, north of East Whittaker Way, and west of Crawford Avenue. Surface runoff flows travel long distances via street curbs and gutters before beginning entry into the existing pipe system through inlets at El Monte Avenue and Lincoln Avenue, and at "I" Street and Magnolia Way. Several locations within the central portion of the downtown area regularly experience temporary flooding during light to moderate rainfall periods. The existing pipe system begins with pipe sizes of twelve inches in diameter that increase to a maximum size of twenty-one inches in diameter before entering the existing storm drain pump station at the Alta Irrigation District ditch, located on the west side of Alta Avenue at Kern Street. The system experiences calculated surcharges ranging from 1,270 to 2,189 percent, based upon the evaluation of two-year storm intensities. The capacity of the existing storm drain pump station is approximately 10.0 cfs (one pump at 6.0 cfs, one pump at 4.0 cfs).

Golden Way System

This drainage area is located generally south of Whittaker Way and west of Crawford. Surface runoff flows travel via street curbs and gutters to a pipe system leading to a pump station at the south end of First Avenue, adjacent to an Alta Irrigation District Ditch that is south of, and parallel to Golden Way. The capacity of the pump station is approximately 5.0 cfs (one pump).

Kamm-College System

This drainage area lies generally south of Vassar Avenue, west of the Southern Pacific Railroad tracks, north of Kamm Avenue, and east of Alta Avenue. Surface runoff flows travel via street curbs and gutters and surface ditches to an existing storm drain pump station located on Kamm Avenue, just east of Alta Avenue. Temporary flooding occurs on Kamm Avenue during light to moderate rainfall periods. The station discharges to the Alta Irrigation District ditch paralleling the east side of Alta Avenue. The capacity of the pump station is 0.9 cfs (one pump).

El Monte-Euclid System

This drainage area is generally bounded by Bloomingdale Way on the north, Alta Avenue on the east, El Monte Way on the south, and Alice Avenue on the west. Surface runoff flows enter the existing pipe system through inlets on Arkona Avenue, Euclid Avenue, El Monte Way, and Alice Avenue. Temporary flooding problems occur in the Euclid Avenue area during light to moderate rainfall periods. The existing system begins with pipe sizes of fifteen inches in diameter that increase to a maximum size of twenty-four inches in diameter before entering the pump station located south of El Monte Way at Road 72. The pump station discharges to an Alta Irrigation District ditch. The system experiences calculated surcharges ranging from 494 to 687 percent, based upon the evaluation of two-year storm intensities. The capacity of the storm drain pump station is approximately 8.3 cfs (one pump at 5.7 cfs, one pump at 2.6 cfs).

Other Drainage

Small drainage areas created by new development have in previous years, been allowed to drain to "on-site" retention ponds. Typical examples of such systems are located at Gerald Drive and Hayes Avenue, Davis Drive west of Bates Avenue, and Alice Avenue at Pamela Way. These ponds are typically constructed with steep slide slopes and have been characterized by the City as aesthetically undesirable and in some cases hydraulically unsatisfactory. Progress since the adoption of the 1989 Master Plan - Since the City Council's adoption of the Master Plan in 1989, a significant amount of development activity has implemented portions of the Master Plan as follows:

Recently Completed Improvements

Nebraska System: Pursuant to residential subdivision activity, the City has acquired a 10 acre park/pond site along the south side of Nebraska Avenue, east of the Newton Drive alignment. Portions of the Master Plan facilities have been constructed.

Midtown System: In conjunction with the Downtown Streetscape Project, a section of Master Plan facilities in Kern Street at the intersection with "L" Street have been constructed.

Crawford-Olive System: The development of the Save Mart, Payless and K-mart shopping center caused the construction of a portion of the Master Plan facilities for this area.

Kamm-College System: The development of the Marshall Acres and Sierra Heights subdivisions has resulted in the construction of a significant portion of the Master Plan pipe facilities.

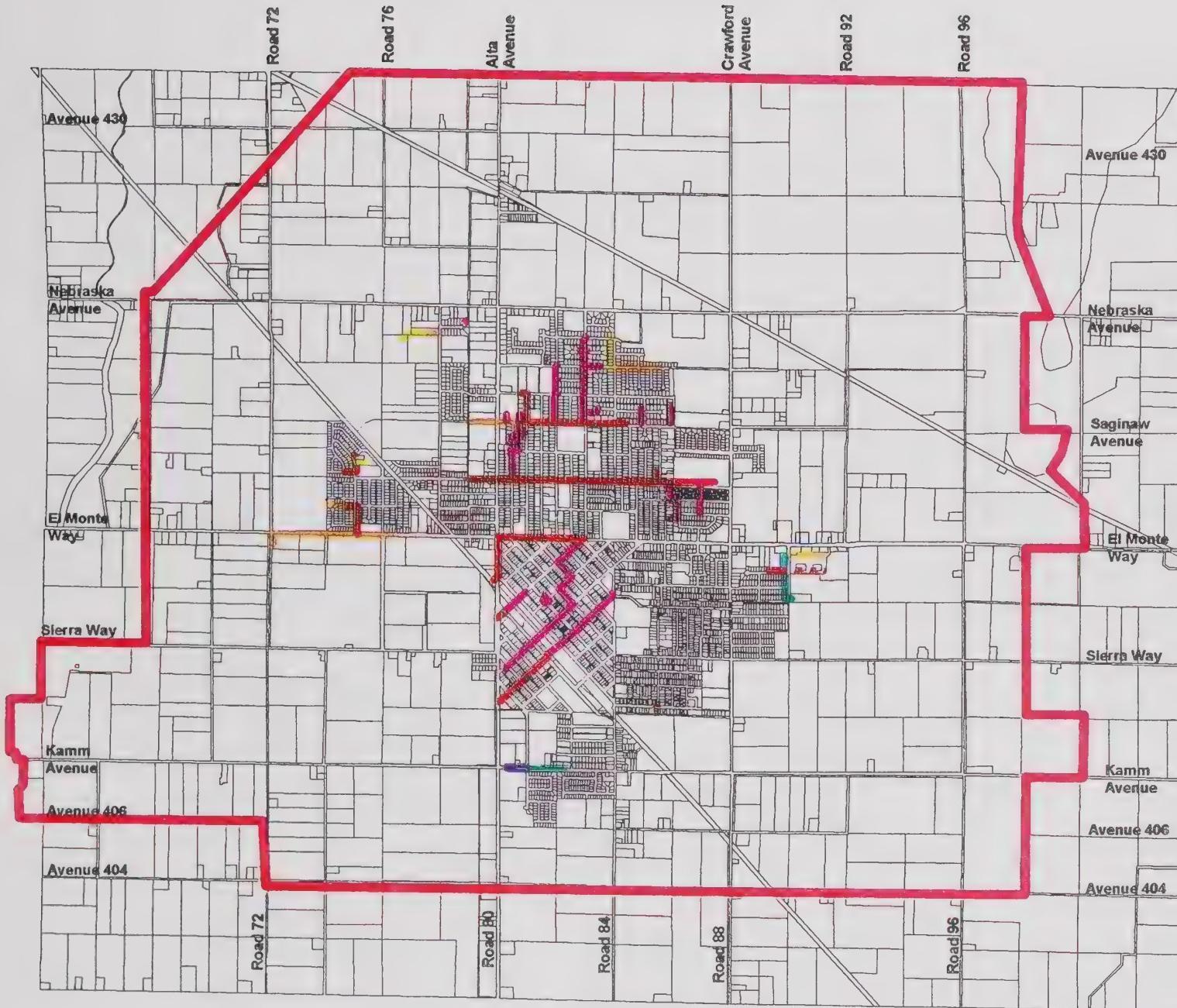
Nebraska-Euclid System: A portion of the Master Plan facilities have been constructed by development activity, including partial construction of the ponding basin.

Drainage Needs - The general storm drainage-related needs of the City of Dinuba can be subdivided into two basic categories: one, the improvement of existing drainage systems serving developed areas, and two, the master planning of new drainage systems to serve undeveloped lands located within the boundaries of the City's General Plan, as updated in 1996/97. Figure 2-17 details existing and future storm drain lines.

The City's older existing drainage systems, described previously, are in general need of substantial pipeline upsizing and/or replacement due to inadequate existing capacities. Additionally, the existing pump stations located at the terminus points of established pipeline systems do not have adequate capacity to accommodate the flows that would be transported by the upsized pipelines recommended in this Master Plan. Existing pump station capacities cannot be increased due to agreement (with Alta Irrigation District) limitations on discharge to the Alta Irrigation District facilities. Proposed detention basins at existing pump stations must, therefore, accommodate anticipated high volume flows generated during storm periods. The detention basins will store the City's storm runoff during peak periods, allowing the pump stations to

Legend

- Study Area Boundary
- Storm Drain Lines
 - 8" stormdrain
 - 12" stormdrain
 - 15" stormdrain
 - 16" stormdrain
 - 18" stormdrain
 - 21" stormdrain
 - 24" stormdrain
 - 27" stormdrain
 - 30" stormdrain
 - 36" stormdrain
 - 42" stormdrain
 - 48" stormdrain



North
Not to Scale

discharge over a longer period of time to the Alta Irrigation District facilities. The basins will also accommodate, on a short term basis, the potential temporary shut-off of these pump stations, in the event that the Alta Irrigation District facilities are themselves temporarily surcharged. While the recommended improvements to these older systems are important issues, they are essentially separated from the issue of storm drainage service to the new areas of development.

The City's remaining and proposed undeveloped areas should be served by total retention/detention basins as they ultimately develop, due to continued indications from the Alta Irrigation District that additional transport capacity in their facilities is not available. These undeveloped areas should be divided into drainage areas that can be engineered to cost-effectively dispose of runoff flows into permanent retention/detention basins. Based upon the Master Plan developed costs for recommended new development area facilities, updated to 1996, it is estimated that the system development charges to facilitate storm drainage facilities in the proposed new urban areas will be in the range of \$4,350/acre to \$6,800/acre.

2.11.8 Utilities

Electricity - The Pacific Gas and Electric Company (PG&E) is the primary provider of electricity for the City of Dinuba. All electrical services for the City are provided by a combination of inter-ties and substations. There are currently no locally-produced power sources in Dinuba. PG&E does not provide information concerning existing or projected generating capacity for either Dinuba or Tulare County, stating that it fills capacity as applications for service are received. PG&E will remain the primary provider of electrical services for the City of Dinuba until 1998. At that point federal utility regulations may allow for the entry of other utility providers into the Dinuba market area.

Natural Gas - Natural gas is provided to urbanized areas of Dinuba by The Gas Company of Southern California. This service can be provided only where natural gas pipelines have been installed. The rural outskirts of the City would most likely not have this service. Residents living in such areas who run gas appliances would purchase bottled propane from one of several providers in the region (see following section).

Bottled Gas - The majority of the City of Dinuba is serviced by natural gas lines. For those residents not directly served by such lines, bottled propane or butane would be necessary to run gas appliances. There are several providers who deliver bottled gas to residential users who own

or lease tanks on their property. Several providers sell bottled gas from fixed storage tanks to consumers who bring small, portable tanks to the providers' premises.

Telephone - Local telephone service is provided by Pacific Bell Telephone Company. Long distance service is provided by any number of carriers such as Sprint, AT&T, GTE, MCI, etc. Hard wiring and installation services are provided by Pacific Bell and a number of private contractors throughout the area.

Cellular Service - Cellular telephone service is provided for the City of Dinuba by AT&T Wireless and Contel Cellular. Currently, AT&T Wireless works with AT&T to provide service to its customers while Contel Cellular utilizes GTE. Calls are placed from cellular phones, which are simply wireless mobile or portable phones that have radio-frequency (RF) transmitters and receivers. The RF signals are received by "cell" sites (hence the name "cellular"), which are RF receiver/transmitter stations situated on towers that are strategically placed to be able to transmit over or around topographic barriers. Signals from cellular phones are transmitted from cell to cell until they reach a mobile telephone switching office (MTSO) in the local calling area that the caller wishes to reach. Here, the call is linked by MTSO from the cellular network to the local telephone office.

From a planning viewpoint, the City must take care in approving cell sites. Planning considerations include flight patterns, visual/aesthetic effects, and possible effects on wildlife. As opposed to other utilities, however, there are no pipelines or cables, which can represent a greater spectrum of potential effects. Also, a specific band of radio frequencies is assigned to each provider. They can be reused to serve a large number of people, since the signals are not confined to cables to which individual users must be linked (AT&T Wireless marketing brochure). Unless a sufficient grid of towers is approved within a county, cellular phone coverage will be spotty or non-existent.

Cable Television - Continental Cablevision is the only cable provider currently serving the City of Dinuba. According to Continental, the entire City is wired for cable television. Continental Cablevision does receive some competition though from wireless satellite services such as Primestar within the Dinuba area.

2.11.9
Tulare County Library System

2.11.10
Public Transportation

The Dinuba Transit Agency provides passenger service within the community. Busses run a regular route throughout the community every thirty minutes. A Dial-A-Ride program is also available for door to door transportation. The Tulare County Transit Agency operates a "stage line" commuter service with routes between Dinuba/Visalia and Dinuba/Cutler-Orosi, which run several times daily.

2.11.11
Other Public Facilities

The California Employment Development Services office is located at 2216 E. El Monte Way. The Dinuba Post Office is located at 222 South K.

2.12 SOCIAL AND ECONOMIC FACTORS

A recent analysis of the industrial and economic trends in California and the Dinuba area described the components of the regional agriculture business cluster and identified which business sectors have grown well in recent years and which have not. The material below evaluates growth opportunities in the region and outlines the types of development schemes that could form the basis for the City's industrial development strategy.

2.12.1
Growth Potential in Regional Economic Base Industries

Table 2-5 expands on the previous industry analysis to show actual employment growth in each industry, its relation to state and national growth in the same industry and the latest national projections for these industries (State projections for industries at this level of detail are not available).

The food processing industries shown in the table performed exceptionally well in Dinuba's region in relation to their performance statewide and nationally. If the annual job growth in these industries continues, they should be an important source of business development. However, bakery and sugar products are projected to decline nationally, which may affect growth potential locally as well.

Local textile industries and wood containers show more modest growth potential. Agricultural chemicals have grown faster locally than in either the state or the nation, but the number of new jobs has nevertheless been modest. However, the next section of the presentation suggests that local demand for chemical products and

TABLE 2-5
ANALYSIS OF GROWING INDUSTRIES

(1) SIC	(2) Industry	(3) 1991-94 Annual Job Growth	(4) Comparison to Statewide Growth	(5) Comparison National Growth	(6) Projected U.S. Growth Rate (1994-2005)
Agricultural Industries					
Food Processing					
204	Grain Mill Products	59	+	+	0.1%
205	Bakery Products	43	+	+	-0.8%
206	Sugar Products	87	+	+	-0.9%
209	Miscellaneous	117	+	+	1.2%
Textiles					
221	Broadwoven Fabrics, Cotton	21	+	+	-2.2%
239	Miscellaneous	5	+	+	0.4%
Wood					
244	Wood Containers	8	-	-	0.1%
Paper					
262	Paper	28	+	+	-0.6%
267	Miscellaneous	47	+	+	0.5%
Chemicals					
287	Agricultural Chemicals	11	+	+	-2.2%
Rubber					
305	Hoses & Gaskets	9	+	+	-0.6%
Fabricated Metal and Machinery					
341	Metal Cans	10	NA	NA	-3.9%
355	Special Machinery	19	-	+	-0.3%
356	General Machinery	83	+	+	-0.3%
Distribution					
42	Trucking & Warehousing	186	NA	NA	1.0%
47	Freight & Misc. Services	53	-	-	3.0%
51	Wholesale	73	+	+	0.6%
Additional Non-Agricultural Industries					
Wood					
243	Millwork	10	-	+	-0.7%
Services					
734	Services to buildings	17	-	-	4.2%
736	Personnel Supply	523	+	+	4.1%
738	Misc. Business Services	323	+	+	4.9%
751	Auto Rentals	70	+	+	2.4%
753	Auto Repair	67	+	+	3.1%
762	Electrical Repair	59	+	+	1.6%
874	Management & Public Relations	154	+	+	3.5%

fertilizers far exceeds locally produced supply. Based on this analysis, growth is expected to remain steady despite national projections which show a decline in employment.

Rubber and fabricated metal products and machinery are projected to decline nationally although they have grown well locally. As discussed below, local demand appears reasonably strong and these industries may outpace national trends.

Wholesale and distribution businesses have very strong growth potential locally and nationally. To successfully develop distribution business, Dinuba would need to market its accessibility to Highway 99.

The strongest employment growth has occurred in business services. The City's economic development strategy must incorporate support for growth in this sector.

2.12.2 Growth Opportunities Through Import Substitution

Table 2-6 identifies additional growth opportunities in supplier industries by comparing the current supply and demand for goods and services by industries within the agriculture cluster. This table identifies gaps in the buyer/supplier relationships within the cluster. Each business in the agriculture cluster requires production inputs, shown in column (3) of the table. Using an input/output model (see discussion of methodology in the appendix), we have estimated what proportion of these inputs is purchased from other business within the three county region. The remainder, shown in column (4) of the table, is imported from businesses outside this region. Each of the industries shown in the table imports a sufficient amount of products to support the establishment of at least one new business in the region to supply the goods. This approach to economic development is referred to as "import substitution" and is geared toward making the local economy a more complete network of buyer/supplier transactions. However, the market is very competitive and this strategy can only work if locally supplied products can effectively compete with those of firms outside the region in terms of price, quality, and availability. The market for all of these products is currently supplied by existing firms elsewhere in the nation or overseas. New businesses seeking to capture market share in Dinuba's economic region must do so at the expense of these existing firms outside the region. Table 2-6 shows all the major inputs for agricultural industries, but our earlier analysis indicated that not all of these industries have shown solid growth in recent years. The industries shown in normal typeface have declined in employment while those in boldface are the regional growth industries. The fact that

TABLE 2-6

**POTENTIAL GROWTH FOR AGRICULTURAL
SUPPLIER INDUSTRIES
TULARE, FRESNO, AND KINGS COUNTIES**

(1)	(2)	(3)	(4)	(5)	(6)
SIC	Industry	Gross Inputs (\$000's)	% of Inputs Imported From Outside Region	Imported Sales Totals (\$000's)	Employment Potential
Manufacturing					
2011	Meat packing plants	\$38,322	35.4%	\$13,573	63
2015	Poultry processing	88,520	83.0%	73,510	579
2034	Dehydrated food products	41,591	89.9%	37,383	177
2037	Frozen fruits, juices, and vegetables	15,302	95.2%	14,564	112
2041	Flour and grain mill products	22,527	98.1%	22,090	34
2048	Prepared feeds	97,361	96.8%	94,256	178
2061, 2062, 2063	Sugar	49,085	86.9%	42,652	116
2068	Salted and roasted nuts and seeds	30,325	90.8%	27,538	99
2087	Flavoring extracts and syrups	20,329	91.8%	18,663	36
2099	Misc. food preparations	28,881	21.6%	6,237	40
2210, 2220, 2230, 2261, 2	Broadwoven fabric mills and finish	2,333	95.9%	2,238	24
2269, 2281, 2282	Yarn mills and textile finishing	3,512	82.9%	2,911	31
2299	Textile goods	12,586	100.0%	12,586	142
2393	Textile bags	12,700	92.9%	11,801	152
2394	Canvas products	6,862	80.3%	5,511	77
2441, 2449	Wood containers	46,364	35.8%	16,584	185
2671	Paper coated and laminated packa	13,557	100.0%	13,552	92
2672	Paper coated and laminated	26,728	100.0%	26,728	202
2673	Plastic bags	17,906	100.0%	17,906	105
2674	Paper bags	8,548	100.0%	8,548	49
2750	Commercial printing	25,924	79.8%	20,693	205
2873, 2874	Fertilizers	197,488	88.5%	174,820	725
2879	Agricultural chemicals	292,051	93.6%	273,260	773
2992	Lubricating oils	7,160	96.2%	6,884	12
3080	Misc. plastic products	67,467	99.8%	67,333	597
3295	Minerals	4,098	100.0%	4,098	28
3411	Metal cans	53,788	99.8%	53,662	153
3466	Crowns and closures	4,676	100.0%	4,676	30
3497	Metal foil	18,588	99.2%	18,439	125
3499	Fabricated metal products	1,991	85.6%	1,703	18
3523	Farm machinery and equipment	19,400	41.3%	8,011	84
3546	Power hand tools	3,858	87.2%	3,363	52
3599	Industrial machinery	2,639	100.0%	2,639	33
3714	Motor vehicle parts	5,222	73.0%	3,813	36
3799	Transportation equipment	2,299	99.3%	2,284	13
3949	Sporting and athletic goods	3,129	98.2%	3,071	23
Services					
7310	Advertising	90,708	17.3%	15,723	144
7320, 7331, 7338, 7383, 7	Misc. business services	13,005	4.8%	626	9
7334, 7335, 7336, 7384	Photofinishing	4,582	29.3%	1,344	18
7360	Personnel supply services	6,458	30.4%	1,965	96
7370	Computer and data services	11,431	63.0%	7,203	55
8110	Legal services	21,930	30.4%	6,672	54
8730	Research, development and testing	2,058	46.8%	962	10

the import substitution analysis shown some potential even for declining industries suggests that local competitiveness is at issue perhaps rather than market strength. This can be useful information for local firms and economic development planners in attempting to reverse locally declining trends.

However, focusing on the growing industries, some interesting patterns are apparent. The two largest agricultural inputs, fertilizers and other chemicals, show the most significant opportunities for growth. Nearly 1,500 jobs could be created in the three-county region if 100 percent of the local demand for these products could be supplied from within the region. While there may be environmental considerations in attempting to site these industries, the operations can be relatively small scale. The average employment per establishment for fertilizer and agricultural chemical businesses in California is about 35 jobs.

Packaging materials represent the second largest employment growth opportunity. Textile, wood, paper, plastic and metal containers producers are all in short supply locally. Most of these industries have experienced good growth recently, but we estimate that as of 1992, the potential for 1,200 jobs existed through import substitution.

Other plastics products (SIC 3080) also shows the potential for nearly 600 jobs through import substitution by food processing industries. This industry was also targeted in the Tulare County Economic Development Strategy; however, the industry showed no employment growth during the 1991 to 1994 period in the three-county region. Nationally, this sector is projected to show very solid growth through the year 2005 (1.4% annual rate). Much of the production in this industry is done in small shops with little environment impact since often the raw material is not manufactured on-site.

The food processing industries at the top of the table show substantial potential for import substitution, but some of these industries such as meat and poultry processing have been declining recently. As mentioned above, there may be issues with the competitiveness of local industries such as economies of scale, which cannot be easily overcome. Other processed food products made from grains, sugar and nuts are in high demand and have been growing successfully.

A number of metal parts and machinery manufacturing industries are in demand locally. While these sectors have not shown strong growth locally, they would be very suitable targets for small scale, light manufacturing business parks.

Finally, it is important to note that business services have import substitution potential in addition to the strong overall growth this sector has experienced. These kinds of businesses should be part of the City's retail development strategy.

2.12.3 Options for the Industrial Development Strategy

The business sectors discussed above fit well with Dinuba's existing business base. A review of business license records confirms that the City's industries are concentrated in food processing and agriculture production. The growth opportunities outlined above suggest that the City could plan for a combination of large scale and small scale industrial developments.

Large scale, heavy industry development could occur in agricultural chemicals and fertilizers, and in some of the food processing and packaging material production industries. Wholesale and distribution centers may also be a large scale development opportunities. Other growing business sectors represent smaller scale light industrial opportunities.

2.13 CULTURAL RESOURCES

A cultural resources records search was conducted for this project utilizing the data base of the Southern San Joaquin Valley Information Center, California State University, Bakersfield. The results of the search indicated there are no recorded archaeological sites within the project area and it is not known if sites exist there. It was noted that one of the most significant archaeological sites in North America was discovered in Kings County approximately three meters under the plow zone. The findings of the record search can be found in Appendix A of this document.

2.14 OTHER PLANS AND POLICIES

2.14.1 Present Dinuba General Plan

The *City of Dinuba General Plan, September 1988* is the current comprehensive plan governing the community. The 1988 General Plan includes seven general plan elements. These elements are land use, circulation, housing, conservation, open space, noise and safety.

Used as a guide to orderly development, Dinuba's Land Use Element designates the general distribution of land for residential, commercial, industrial, agricultural and governmental development. The plan includes land outside the City's boundaries, providing a comprehensive growth and development plan. Figure 2-18 shows the land use designations within the Dinuba Urban Area Boundary .

2.14.2 Adopted Plans and Policies

North of West Sierra Way, plan designations are for industrial, general commercial, community commercial, and multi-family residential use. South of Sierra Way, the major designation is for medium density, development, combining with community commercial, multi-family, and open space uses. A major feature of the general plan is the proposal for a large recreational park combined with the drainage basin to serve the downtown area.

2.14.3 Present City Land Use Controls

Development within the incorporated City limits is governed by the City zoning ordinance and building codes. The planning commission and city council have the authority to override or approve development which is not consistent with the current guidelines.

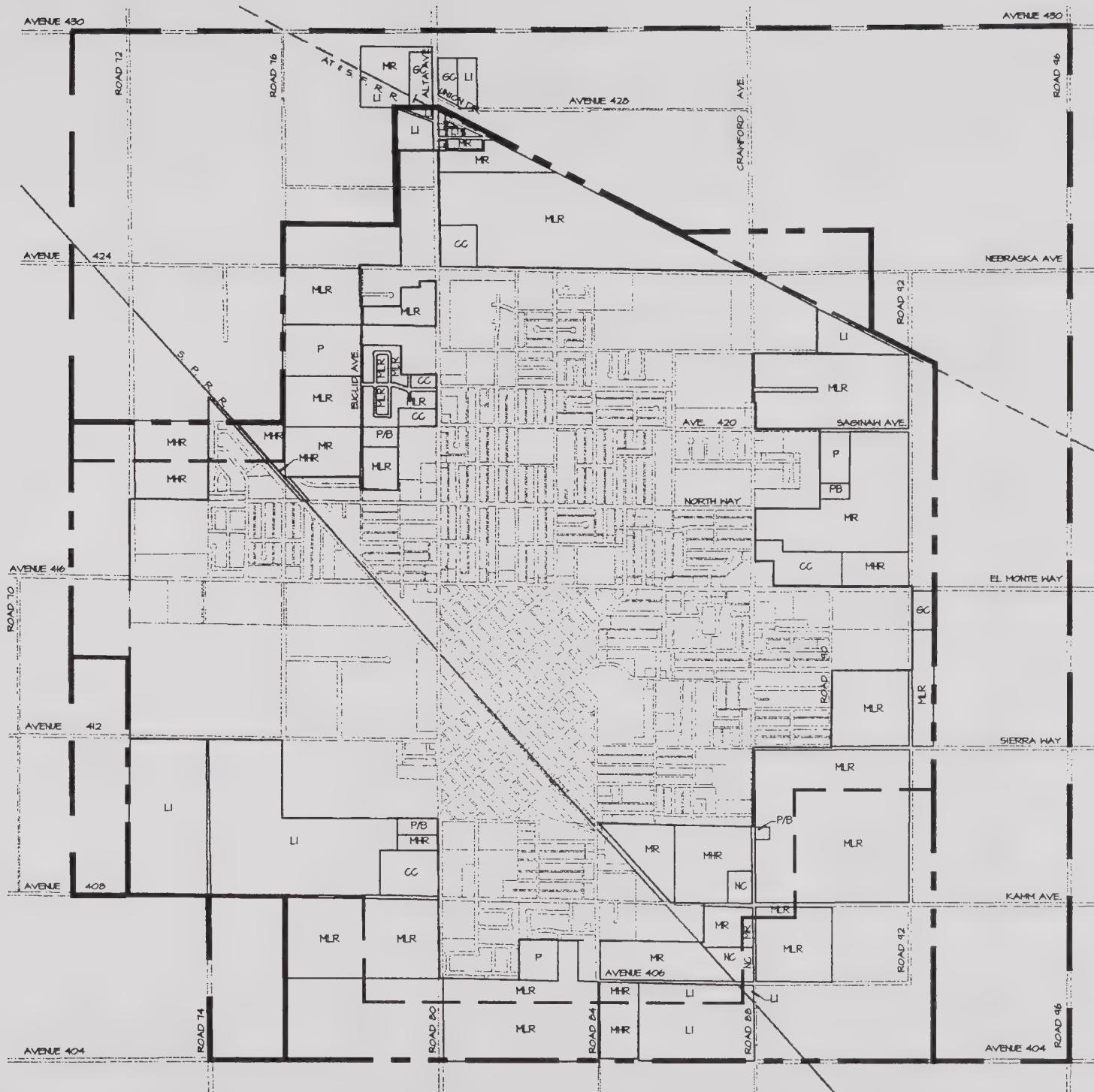
2.14.4 San Joaquin Valley Air Quality Attainment

Dinuba is located within the San Joaquin Valley Air Basin (SJVAB) which consists of a basin shaped like an elongated bowl approximately 250 miles in length and 120 miles in width. It extends from the crest of the Sierra Nevada west to the crest of the Coast Range and includes the San Joaquin Valley floor.

2.14.5 Tulare County Policy Plan

Development policy in the unincorporated area around Dinuba is controlled by Tulare County. The *Comprehensive Policy Plan of the County of Tulare* contains policies which guide growth in unincorporated areas, includes the adopted land use plans for each incorporated city in the County, and sets forth the framework for city/county cooperation in land use matters.

The *Urban Boundaries Policies* define the ultimate Urban Area Boundary (UAB) around incorporated cities. The Dinuba UAB defines the area under county jurisdiction within which Dinuba's concerns are to be given serious consideration as part of the County's land use review process. Within the UAB is the Urban Development Boundary (UDB) which defines the twenty-year planning area around the city in which the County and City have established a program to coordinate plans, policies and standards. Urban development is to occur only within the incorporated city limits, with certain exceptions. Within the UDB, development proposals are referred to the City for annexation



RESIDENTIAL	COMMERCIAL	PUBLIC	INDUSTRIAL
MLR MR MHR	MEDIUM LOW MEDIUM DENSITY MEDIUM HIGH	NC CC GC	P/B P ELEMENTARY SCHOOL
		NEIGHBORHOOD COMMUNITY GENERAL	
			LI LIGHT

— EXISTING URBAN IMPROVEMENT AREA
 - - - EXISTING URBAN AREA BOUNDARY
 — STUDY AREA BOUNDARY



North

Scale	Created	Drawn
1" = 2500'	10/26/96	AS

Concept Plan
Title

GENERAL PLAN DESIGNATIONS

Urban Area Boundary

Dinuba General Plan

Dinuba, California

Job Number
96112

Figure

Client

DINUBA

QUAD

2-18

according to adopted plans. If the City cannot, or will not, annex, Tulare County will consider the proposal on its merits. The UDB, with its 20-year growth representation, is generally considered the city's sphere of influence for annexation purposes.

The Local Agency Formation Commission (LAFCo) is a state-mandated agency which must approve all annexations, district formations and agricultural contracts in the City. The 20-year UDB is generally considered the limit to annexation, but occasionally annexations are approved outside this boundary but never outside the larger urban area boundary.

Figure 2-19 shows the existing city limits within the plan area and the LAFCo Sphere of Influence (SOI). Approximately 130 acres adjacent to Alta Avenue are now within the city limits and contain the Ruiz Foods manufacturing plant, 18 single-family homes, a church, limited service commercial uses, and agricultural land. Approximately 400 acres are within the LAFCo SOI. Williamson Act Lands are subject to a 10-year, annually renewing contract with the County intended to prolong agricultural production.

2.14.6 Redevelopment Planning

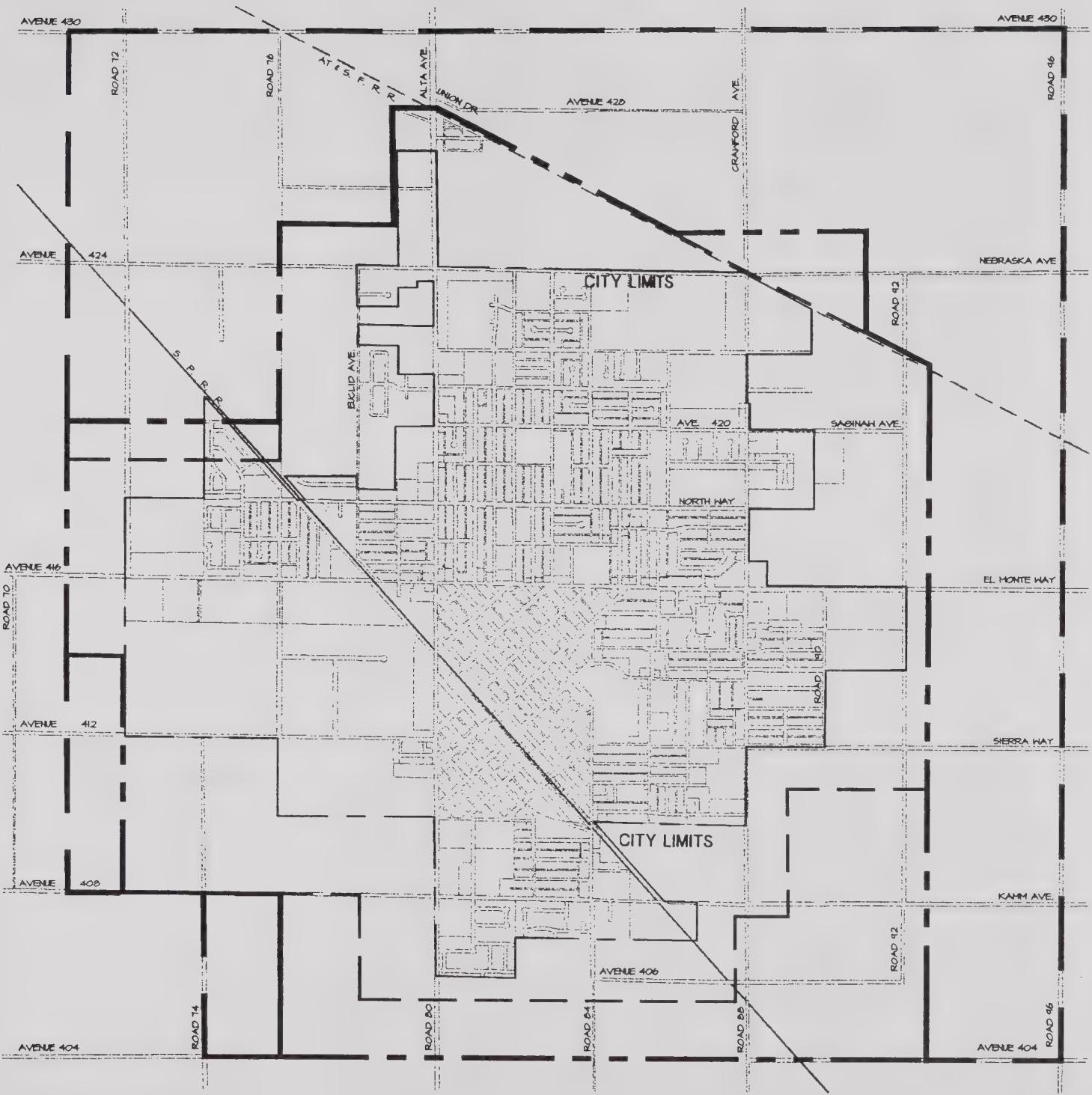
The City has established a redevelopment agency and adopted the Downtown Urban Design Plan. The purpose of the plan is to reverse the declining economic environment of the downtown and to maintain the area as a commercial, cultural, and aesthetic center of activity. The redevelopment process will continue to be an important development tool not only in the downtown but elsewhere. Within the plan area, approximately 70 acres adjacent to Alta Avenue is within the redevelopment project area.

2.14.7 1990 Regional Transportation Plan

The *1990 Regional Transportation Plan* was prepared by the Tulare County Council of Governments Transportation Planning Agency as a comprehensive regional transportation policy document. The Transportation Plan outlines regional transportation objectives and sets forth specific transportation system policy, analyzes anticipated traffic levels and existing road systems.

2.14.8 Hazardous Waste Management Plan

A county wide *Hazardous Waste Management Plan* was adopted in 1989 by the Tulare County Association of Governments. While the plan is not binding on development within the City of Dinuba, it contains several policies and programs which are in the interest of the City and individual projects. The plan sets forth goals, objectives, implementation measures, and policies relating to hazardous waste



North

Scale Credited Drawn
1" = 2500' 1/26/96 AS
DIVISION OF PLANNING AND ZONING

Concept Plan
Title

GENERAL PLAN

Urban Area Boundary

Dinuba General Plan
Dinuba, California

Job Number
46112

Client
DINUBA

QUAD

2-19

— Existing Urban Improvement Area
- - - Existing Urban Area Boundary
— Study Area Boundary

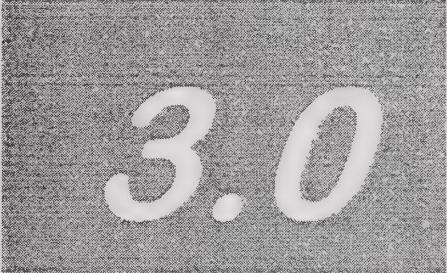
management within the County. It also provides an analysis of current waste generation and facilities needs; describes methods of hazardous waste reduction; describes siting criteria for hazardous waste management facilities and describe programs for hazardous waste management relating to transportation, site and facility monitoring, and emergency response problems and procedures. The plan recommends storage regulations for above and underground tanks, the remediation of contaminated sites, alternative land use controls, programs for small quantity generators, programs for addressing household hazardous waste, public education and participation, data collection and management needs, alternative funding sources and mechanisms, and monitoring and implementation plans.

2.14.9 Rural Valley Lands Plan

The Tulare County *Rural Valley Lands Plan* (RVLP) was initiated to protect and maintain the agricultural viability of rural valley areas outside of adopted Urban Development Boundaries. Portions of the area proposed to be added to the Urban Area Boundary are within the RVLP Policy Area and current agricultural preserves, the provisions of the RVLP should be used to guide development to those areas. The RVLP sets minimum acreage standards for agricultural parcels and guide development in rural areas.

2.14.10 Urban Boundaries Element

The *Urban Boundaries Element* of the Tulare County General Plan was last amended in March, 1988. The stated purpose of the plan is to define twenty-year planning areas around incorporated cities in which the County and cities will coordinate plans, policies and standards relating to building construction, subdivision development, land use and zoning regulations, street and highway construction, public utility systems, environmental studies, and other closely related matters affecting the orderly development of urban fringe areas. The plan element attempts to define city growth patterns and preserve productive agricultural lands. As much of the proposed Urban Area Boundary is within agricultural production, guidelines in this section of the element will be useful in guiding growth patterns and defining growth constraints.



3.0

LAND USE ELEMENT

3.0

LAND USE ELEMENT

3.1

General Plan, Zoning Consistency and Plan Administration

Objective

- A. Establish a well-balanced mix of residential, commercial, industrial, and open space/public land uses which will create and maintain a high quality environment and a fiscally sound community.

Policies, Standards

1. Land use density and intensity standards shown in Table 3-1.
2. Zoning shall be consistent with the General Plan. A zone district shall be deemed consistent with a land use designation when such zone district is specified as consistent in the Plan Consistency Table. In no case, however, shall the overall maximum density of the plan designation be exceeded.
 - a. Residential density on part of a site may exceed the maximum if the entire project site density conforms with the Plan Consistency Table. Mixed residential uses and density incentives should be provided to most fully utilize properties. Such projects shall be at least two acres in size and will require a Conditional Use Permit.
3. When a General Plan Map amendment is required, the amendment and consistent rezoning application shall be processed concurrently. The City may require a Precise Plan Zone if it determines that such zone is necessary to protect adjacent land uses from impacts of the proposed use.

TABLE 3-1

Plan Consistency Table

Plan Designation	Existing Consistent Zone District	Consistent Density (in dwelling units/gross acre)	Intensity Persons/ Acre
Residential			
Low Density	A-N, R-A, R-1	0.00-2.00	8
Medium Low Density	R-1	2.10-4.50	15
Medium Density	R-1, R-2	4.60-7.50	35
Medium Density	R-2, R-3, C-1	7.60-15.00	60
Medium High Density	C-2		
High Density	R-3	15.10-24.00	100
Commercial			
Neighborhood	C-1		
Community	C-2		
Central	C-2		
General	C-3, C-H		
Office	P-0, R-3, P		
Industrial			
Light	M-1, M-1-X		
Heavy	M-2		
Open/Public			
Agriculture	A-N		
Parks & Open Space	R-1		
Public Buildings & Grounds	R-1		
Urban Reserve	A-N		

4. The City will update the Zoning Ordinance as appropriate to implement the General Plan.
5. Development standards shall be adopted for Alta and El Monte to improve the practical function and aesthetic quality. The Precise Plan shall be used in the interim.
6. The Conditional Use Permit process shall be used where site conditions or project location will affect land use compatibility. Findings required for approval shall include:

- a. That the site for the proposed use is adequate in size and shape to accommodate said use and all yards, spaces, walls and fences, parking, loading, landscaping, and other features required by the applicable zone district.
 - b. That the site for the proposed use is served by streets and highways adequate to carry the quantity and kind of traffic generated by the proposed use.
 - c. That public facilities are currently, or will be, adequate to serve the proposed use.
 - d. That the proposed development is consistent with the General Plan.
7. The Urban Reserve classification denotes lands not anticipated for development within the 20-year time frame of the General Plan but which would be expected to ultimately urbanize. Lands within the Urban Reserve designation may be annexed for purposes of planning long-term urban service extensions. They may not be developed, however, without first amending the General Plan and after a need is demonstrated for development in these areas, and that urban services can be provided without adversely affecting the development feasibility of lands currently planned and zoned. A Green Belt shall be designed on the northerly and easterly edges of the community.
8. The City should undertake a review of the General Plan's demographic, financial, land use demand and supply, and infrastructure assumptions no less frequently than once every five years to provide an opportunity for necessary mid-term modifications to the General Plan. This review should include public participation.
9. Prior to annexation, specific plans and master plans should be utilized, where appropriate, to implement the General Plan.
10. Financing mechanisms for the development and maintenance of private and public improvements should be established to ensure that necessary infrastructure and public facilities are provided and that adequate provision is made for their ongoing maintenance and operation.

3.2

Residential Land Use

Objective

- A. Designate and allow for the development of a wide range of residential housing types in the City to meet the needs of all of the City's citizens.

Policies, Standards

1. Establish the following residential density designations:

- a. Low Density Residential (0 - 2 dwelling units/gross acre). The low density residential designation is intended for estate residential development characterized by larger single-family residential lots one-half acre in size or larger. The average density for this designation is 1-2 dwelling units per acre. All low density residential development shall be served by City sewer and water services. This land use shall be used on the Community's permanent "edges" such as roadways, waterways, or other physical feature types of standards where a full range of urban services may not be available and to areas where lower densities are required to conform with public safety or environmental constraints. Densities in excess of 1.5 dwelling units per acre shall have full urban improvements, shall not have farm animals, and shall require a Conditional Use Permit.
- b. Medium-Low Density Residential (2.1 - 4.5 units/gross acre). The medium-low density residential land use category provides for a land use pattern characterized by single-family residential development with lot sizes larger than those within medium density. The usual development pattern found in such areas is standard subdivision development with lot sizes generally between 8,500-12,500 square feet. This land use is most appropriately used when "Estate Residential" developments are desired and where the overall density of an area should be limited because of public facility or safety constraints.
- c. Medium Density Residential (4.6 - 7.5 units/gross acre). The medium density residential category provides for a land use pattern of predominantly single-family development as permitted in the R-1 district. This designation also provides for innovative designs which utilize clustering, duplexes or

half-plexes on corner lots, zero lot line, or planned development features. Lot sizes generally range from 4,500-7,000 square feet. Developments in excess of 7.0 units per acre should be encouraged for infill parcels, in specific plan or master plan areas, and where it will address unmet housing needs.

- d. Medium-High Density Residential (7.6 - 15.0 units/gross acre). This land use category provides for a land use pattern characterized predominantly by small scale multiple family residential developments. The typical residential pattern includes duplexes and larger scale, high-amenity apartments. Areas designated medium-high density residential are to be integrated throughout the community adjacent to transportation, community services and commercial developments. To avoid inappropriate concentration of these facilities, such developments shall be limited to 25 contiguous units when integrated into a single family neighborhood and to 50 contiguous units when developed as a free standing development. New development shall conform to the Community Design Element of the General Plan.
 - e. High Density Residential (15.1 - 24.0 units/gross acre). The high density residential land use category provides for the highest residential densities permitted in the City. It is intended that this category utilize innovative site planning, provide on-site recreational amenities, and be located near major community facilities, business centers, and streets of at least collector capacity. Projects in excess of 25 units or with a density in excess of 24 units per gross acre shall require a Conditional Use Permit. Such developments shall use high quality architectural design features, intensified landscaping, adequate open space, adequate parking, and adequate on-site recreational facilities. High density residential developments should be limited in size to no more than 50 units on one site to reduce the impact of such facilities on any one neighborhood in the community.
2. Each residential category indicates a range of density deemed reasonable and desirable for areas within the City. The maximum density indicated defines the number of units per gross acre within a given area. Residential development must

provide at least the minimum number of units per gross acre indicated in the General Plan. This requirement is intended to encourage the location of certain residential product types and densities consistent with adjacent land uses, access, public services, and environmental concerns.

3. The City shall use the planned unit development and density bonus ordinances to provide density increases of up to 30%. Granting of all or part of the bonus will depend upon the developer's demonstration of the quality of design in such areas as access, circulation, building placement, parking, provision of adjacent open space, and architectural compatibility with the surrounding area.
4. Manufactured and modular housing developments shall be permitted subject to design regulations and existing ordinances.
5. Housing may be permitted by Conditional Use Permit in the Central Commercial designation as part of a mixed-use concept. Housing uses shall be discouraged on the ground floor of commercially designated properties.

Objective

- B. Promote stable high quality residential neighborhoods.

Policies, Standards

1. Multi-family residential developments with more than 25 units shall have direct access to a collector or arterial street.
2. Development standards for the interface between multi-family residential and single-family residential shall be as follows:
 - a. Outdoor recreational areas, game courts, pools, and solid waste collection areas on multi-family properties shall be oriented away from adjacent properties planned for single family residential.
 - b. Multi-family parking areas, garages, other structures, and access drives shall be separated from adjacent properties planned for single family residential with 10-foot landscaped setback containing deciduous and evergreen trees.

- c. Exterior area lighting for multi-family residential parking, carports, garages, access drives, and other recreation areas, shall be shielded to prevent line of sight visibility of the light source from abutting property planned for single-family residential.
 - d. Multi-family buildings greater than 15 feet in height shall be prohibited within 25 feet of abutting property planned for single-family residential. An additional 10 feet of setback shall be required for each additional story.
3. Where new residential development is proposed that adjoins existing commercial or industrial development, the residential developer shall be required to provide an architectural transition. This transition may include such provisions as building setbacks, landscaping and masonry wall requirements to benefit future residents.
 4. Site development techniques should be encouraged which ensure a mix of housing types throughout the Community.
 5. In order to encourage infill development, flexible design standards should be developed which meet the intent of the General Plan.
 6. Where feasible, multi-family developments should be located near commercial and community services.
 7. Multi-family developments shall use intense landscaping. Block walls adjacent to the public right of way shall be discouraged unless they are found to be necessary for public health and safety.

3.3 Commercial Land Use

Objective

- A. Ensure the provision of adequate commercial shopping opportunities and office space locations to meet anticipated needs.

Policies, Standards

1. Establish the following commercial land use designations:

- a. Neighborhood Commercial. The neighborhood commercial land use designation provides for a 1-5 acre cluster of commercial establishments serving the everyday convenience goods and personal service needs of a defined neighborhood. The service radius of a neighborhood commercial use is generally 1/2 mile.
 - b. Community Commercial. The community commercial land use designation provides for a 10-acre or larger cluster of commercial establishments serving needs similar to the neighborhood commercial centers, but also includes grocery, drug, general merchandise, variety, and specialty stores. The community commercial center generally serves a market area of 1-2 miles. Such facilities should be located in each residential quadrant of the community to minimize cross-town traffic.
 - c. Central Commercial. This designation provides the City with a mixed use activity center oriented towards the downtown area.
 - d. General Commercial. This designation provides for commercial areas with a wide range of retail and service activities along major traffic corridors.
 - e. Office Commercial. This designation provides for office development which includes medical, dental, law, or other professional offices. Commercial uses contemplated as part of this category include business support services and support restaurant and medical services. High density residential uses are also allowed in the office commercial designation subject to a Conditional Use Permit.
2. Neighborhood Commercial sites should be located at or near the intersection of collector and/or arterial streets with a minimum of overlap with other existing or planned neighborhood commercial uses. Only one neighborhood commercial development may be permitted at any one intersection. Such developments should also be directly accessible from adjacent residential developments.
 3. Community Commercial uses should be located along major traffic ways in consolidated centers that utilize common access

and parking for commercial uses, discourage the introduction of strip commercial uses, and require adequate pedestrian links to residential areas.

4. Central Commercial designation should be used in the downtown area in order to attract and accommodate growth which includes commercial, financial, office, governmental and limited residential uses.
 - a. Rehabilitation of existing structures to accommodate residential and office facilities in the upper floors in the Central Commercial district should be encouraged.
5. The General Commercial designation should be applied along arterial streets to provide commercial support for nearby Community and Central Commercial uses as well as industrial areas. General Commercial includes freestanding uses which do not fit well in unified centers as well as service and highway commercial uses.
6. Commercial Office land use unified designations which allow construction of new office unified centers, the redevelopment of existing areas to office use, and the conversion of older homes to offices along major streets. Where homes are converted to offices, the area should be a logical extension of existing or planned office/commercial uses, and the lot should be of adequate size to accommodate parking in the rear of the structure or outside of the front yard landscape setback. An office conversion zone should be developed to establish standards for conversion of existing residential structures. Office uses should be located in and adjacent to the downtown and near the hospital and other major medical facilities. Small scale office use should be permitted in the Community, Neighborhood and General Commercial districts. Access shall be improved to support proposed development. Development shall be compatible with adjoining residential neighborhoods.
7. Commercial and office site planning shall be compatible with the surrounding neighborhood, signage, and landscaping.

Objective

- B. Provide for the compatible integration of residential and commercial uses.

Policies, Standards

1. Development standards for the interface between commercial or office uses and residential uses shall be as follows:
 - a. A landscaped setback of at least ten feet wide containing deciduous and evergreen trees shall be planted and maintained along the property line between commercial and office uses and residential properties that have a common property line.
 - b. A masonry wall six feet in height, shall be erected along the property line where commercial and office uses have a common property line and residentially designated properties.
 - c. A masonry wall three and one-half feet in height, shall be erected along the setback line ten feet from the parallel with local streets abutting planned residential uses.
 - d. All commercial loading and storage areas shall be screened from view of adjoining residential property by a combination of landscape planting and a masonry wall. Loading areas shall be enclosed and be located so that there are no noise impacts to adjacent residential properties. All storage shall be within an enclosed structure.
 - e. Roof-mounted and detached mechanical equipment shall be acoustically baffled to prevent noise from the equipment from exceeding 55 dB(A) measured at the nearest residential property line.
2. In order to encourage the integration of neighborhood and community commercial uses into neighborhoods, designs should de-emphasize the usage of walls as buffers where they create barriers to pedestrian access. Continuous block walls shall be discouraged and offsets, bricks and openings shall be encouraged.

3. In order to ensure continued viability of the downtown as the central business district for the community, residential development shall be directed so that the downtown remains the approximate geographic center of the community.

3.4 Industrial Land Use

Objective

- A. Promote industrial sites which are functional, have adequate public services, and have access to major streets and railroads.

Policies, Standards

1. Establish the following industrial land use designations:
 - a. Light Industrial. This category establishes light industrial areas where uses such as fabricating, assembly, research and development, electronics, low intensity warehousing and other such similar industrial uses are appropriate. All work, materials, and equipment storage is generally conducted indoors. Light industrial is appropriate as a buffer between heavy industrial and non-industrial uses and where the site is visible from residential areas or major streets. Special landscaping, enclosures and other site development standards should be used. Industrial park development is intended on larger parcels to create distinct districts of industrial, office, and support uses. The industrial park area shall have high quality landscaping, architectural designs, and general site development requirements.
 - b. Heavy Industrial. Heavy industrial allows for a range of activities including manufacturing, wholesale distribution, large storage areas and other non-hazardous industrial uses. Areas developed under this designation should be located with direct access to major streets or railroads.
2. Promote a mix of industrial uses that provide the City with a sound, diverse industrial base, and which is consistent with the City's infrastructure constraints.
3. Locate industry with access to major streets, truck routes, and rail service.

4. Industrial development should not create significant off-site circulation, noise, dust, odor, visual, and hazardous materials impacts that cannot be adequately mitigated.
5. Major streets which pass through industrial areas and serve as entrances to the City shall receive special design treatment to reduce aesthetic impacts and traffic concerns. Design standards for industrially zoned parcels shall be as follows:
 - a. The minimum building setback from the right-of-way line shall be 40 feet.
 - b. There shall be a minimum 15-foot landscaped area adjacent to the right-of-way.
 - c. The number of driveway approaches shall not be greater than two (1 per 200 lineal feet) for individual parcels; efforts should be made to consolidate driveways along common property boundaries, where possible.
 - d. Signs shall be low profile and non-rotating.
6. The City shall implement the Southwest Industrial Park Specific Plan. New development shall also comply with the Dinuba Industrial Park Schematic Plan.

Objective

- B. Provide for the compatible integration of industrial uses in the Community.

Policies, Standards

1. Industrial land shall be accessible by residential areas in the community.
2. Development standards between industrial properties and residential uses shall be as follows:
 - a. Where properties planned for industry abut properties planned for residential uses, the minimum setback for any new industrial building shall be 75 feet.

- b. On properties planned for industry, a landscaped setback 20 feet wide containing deciduous and evergreen trees shall be planted and maintained along the property line with abutting property planned for residential uses and along abutting local streets.
- c. A masonry wall shall be erected along the property line between properties planned for industry and properties planned for residential uses. Where this wall is in the front yard setback it shall be 3-1/2 feet; otherwise it shall be six feet or such greater distance as may be necessary to mitigate impacts.
- d. A masonry wall three and one-half feet in height, an earth berm three and one-half feet in height, or any combination of wall and berm shall be erected along the setback line 20 feet from and parallel with local streets abutting residential uses.
- e. Roof-mounted and detached mechanical equipment shall be acoustically baffled to prevent noise from the equipment from exceeding 55 dBA measured at the nearest residential property line.
- f. Exterior area lighting for industrial buildings, parking areas, garages, access drives, and loading areas, shall be low profile, hooded, and directed away from abutting property planned for residential use.

Objective

- C. Provide for the use and re-use of light industrial properties in the downtown to complement adjacent commercial, office and residential land uses.

Policies, Standards

- 1. The City should encourage redevelopment of industrial properties which are near the downtown to provide for adequate on-site parking, loading and unloading facilities, vehicular and truck circulation.

3.5 Public and Institutional Land Use

2. Limited expansion of existing non-conforming uses in this area may be permitted subject to an analysis of site area limitations, land use compatibility with surrounding land uses, environmental impacts and economic factors. Expansion or increases in intensity may be permitted through the Conditional Use Permit process.

Objective

- A. Provide sites for adequate public facilities to serve projected growth.

Policies, Standards

1. Establish the following public facility land uses:
 - a. Public Buildings and Grounds. This designation indicates areas owned and maintained by public or institutional agencies such as facilities owned by the city, schools, hospitals, and other facilities.
 - b. Parks and Open Space. This designation determines areas of permanent open spaces, parks and/or areas precluded from major development.
2. Sites depicted for public buildings, grounds, parks and open space are schematic and may be located anywhere in the same general vicinity.

Objective

- B. Provide for adequate school sites and school site expansion to meet school facility needs in a timely manner.

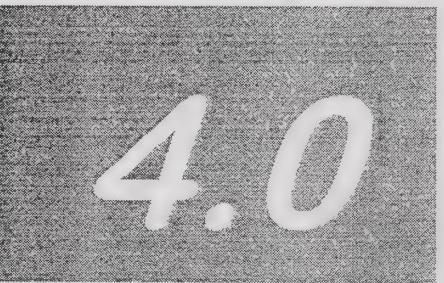
Policies, Standards

1. Coordinate school location and site design with the School District to ensure that adequate facilities are available. Elementary schools should be located on interior residential areas at collector/local street intersections. Additional street frontage is desirable for transition area to adjacent residences. They should abut neighborhood parks with adjacent development backing or siding onto the school. Pedestrian and

bicycle access should be provided.

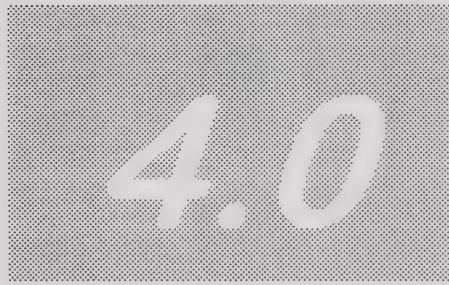
2. Intermediate or Junior High Schools should be located in residential areas with a central location for surrounding area elementary schools at collector/collector or collector/local street intersections. Additional local street frontage is desired for transition to adjacent residential areas. Maximize pedestrian and bicycle access and on/off-site circulation. Should be located so that there are future expansion opportunities.
3. High Schools should be located at arterial-collector intersections with additional frontage on at least one other street. These sites should be located to provide for future expansion.
4. New commercial development should be discouraged within a minimum of 1/4-mile of school sites.
5. High Density Residential complexes abutting school sites should be discouraged.
6. The City and School District should continue to encourage joint usage of school multi-purpose facilities and open space to maximize their utilization.
7. The School District shall coordinate its school location, facility construction and phasing with the City's development guidelines contained in the Land Use Element and the City's Capital Improvement Plan to ensure that school facilities are located in areas where there are planned and programmed streets, sewerage, storm drainage systems and other necessary infrastructure.
8. Recognizing that residential development will impact facilities of the City and School District and recognizing the City Council's policy of having development paying its own way, the City and School District shall mutually establish mitigation payments to assist in the cost of instructional and associated public facilities. This mitigation payment will consider other feasible facility funding sources and shall be in addition to the statutory School Impact fee. This mitigation payment will be adjusted annually according to the increase in the Consumer Price Index.

This analysis shall include an evaluation of existing school capacity, future school capacity, current and future demands, and project impact.



4.0

CIRCULATION ELEMENT



CIRCULATION ELEMENT

4.1

Roadway Classification, Standards

Objective

- A. Develop a circulation network of local roads, collectors, arterials and major arterials that will meet projected traffic needs.

Policies, Standards

1. All street and roadway improvements shall be in conformance with the Circulation Plan contained in the General Plan Map.
2. The Circulation Plan shall act as a guide in determining the function of major streets. The City's functional street classification system shall include major arterials, arterials, collectors, minor collectors and local streets.
3. Designate streets according to the following functional classifications:
 - a. Arterials serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the urban areas and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets serving residential, commercial, and industrial areas.

- b. Collectors provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers, and limited direct access to abutting properties.
 - c. Minor collectors provide for pedestrian and vehicle movements between neighborhoods.
 - d. Local streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.
4. Apply consistent standards for new street development, based on traffic carrying capacity and classification.
 5. The design of arterials, collectors, minor collectors, and local streets shall comply with the Standard Drawings and Specifications Manual of the City of Dinuba, as amended.
 6. The right-of-way widths and construction widths of all classes of streets from local to arterial shall be updated as necessary to reflect the street classifications in the Element.

Arterials

7. Major arterials (Alta and El Monte) shall be developed with a minimum right-of-way of 96 feet, to include four travel lanes, parking, and a two-way left center turn lane or landscaped median. Arterials (Kamm, Crawford, Nebraska, Road 72, and Road 96) may be developed within an 84-foot right-of-way to include four travel lanes undivided, with parking.
8. The primary purpose of arterials is to carry traffic. Parking should be prohibited on new arterials and discouraged along existing arterials as deemed appropriate by the Traffic/Streets Commission and as traffic safety conditions warrant.
9. Arterials shall be built in areas where traffic demand warrants the development of this facility to meet the adopted level of service standard.
10. Arterial streets shall be built at a typical separation of one (1) mile. Major arterials shall be provided at two mile intervals.

Collectors

11. Collectors are to be designed with an 84-foot right-of-way width which allows four individual travel lanes of traffic, or two lanes with a two-way left turn center lane. Minor collectors may be developed with a 72-foot right-of-way to include two travel lanes, a two-way left turn center lane, and parking.
12. Collector streets shall be at approximately one-mile intervals centered between arterial streets and shall be planned to intersect with other streets so as to maximize traffic safety and discourage fast flowing-traffic through residential areas. Where possible, major arterials, minor arterials, and collectors shall form 4-leg, right-angle intersections; jog, offset and skewed intersections of streets in near proximity shall be avoided where possible.
13. Collector streets shall be built at a typical separation of one mile, typically between arterial streets.
14. Minor collectors shall serve residential neighborhoods and provide for circulation between adjacent neighborhoods, but shall not be used to carry through traffic or high traffic volumes. Actual design and improvement to ultimate standards shall be achieved through development of small facilities by developers as areas adjoining the designated circulation system are developed, with allowance for bicycle lanes, where planned.

Other Street Standards

15. Local residential street right-of-way shall be a minimum of 56 feet which allows two travel lanes, parking, a parkway strip, and sidewalk. The right-of-way may be reduced to 52 feet if a local street segment serves 20 or fewer units, or if a cul-de-sac serves 10 or fewer units.
16. Arterial, collector and local street standards shall be developed which provide adequate capacity for their appropriate function, and these shall be incorporated into the City's Standard Drawings and Specifications Manual. Half streets shall not be permitted.
17. City policy is that local streets shall not carry an unreasonable level of through traffic. If it is determined that a local street is

carrying an unacceptable level of through traffic, the City may use appropriate means to reduce traffic through creation of one-way traffic flow, installation of traffic diversion devices, and/or any other means deemed to be acceptable under the Vehicle Code of the State of California.

18. The General Plan Circulation Plan shows the street system consisting of arterials and collectors. Designated arterials and collectors and their recommended rights-of-way are:

<u>Arterials</u>	<u>Extent</u>	<u>Right-of-Way</u>
Alta Avenue		96'
Crawford Avenue		84'
El Monte Way		96'
Kamm Avenue	Road 72 to Road 92	84'
Nebraska Avenue	Road 72 to Road 92	84'
Road 72		84'
Road 96	Kamm to Avenue 430	84'
<u>Collectors</u>	<u>Extent</u>	<u>Right-of-Way</u>
Alice Avenue	Nebraska to Kamm	92'
College Avenue	Avenue 464 to "M" St.	84'
Euclid Avenue	El Monte to Nebraska	72'
"K" Street	El Monte to Tulare	84'
Lincoln Avenue	El Monte to Nebraska	72'
"M" Street	Alta to College	84'
Uruapan Drive	Alta to College	84'
Road 92	Nebraska to Sierra	84'
Saginaw Avenue	Road 72 to Road 92	84'
Sierra Way	W/O Road 72 to Alta	84'
	College to Road 92	84'
Tulare Street	Alta to El Monte	84'
Road 68	Sierra to Nebraska	84'

19. Median breaks and driveway standards for arterial, collector and local streets directly affect the performance of these roadways, and the following minimum standards have been developed to facilitate the proper operation of these roadways:

Arterial Street Standards

- a. Driveway access to major activity centers should be located no closer than 200 feet to the adjacent intersection of a collector or arterial street. (Measurement shall be from the curb return to the nearest edge of the driveway). If

driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located no less than 50 feet from the intersection (measurement shall be from the curb return to the nearest edge of the driveway). If more than one driveway is required to serve a property, the driveways shall be separated by 50 feet. (The 50 feet are to be measured edge to edge, not centerline to centerline).

- b. The distance between driveways along commercially developed arterials should not be less than 400 feet (measurement shall be from centerline to centerline). Where this spacing is not practical, the development shall provide acceptable traffic mitigation measures in addition to those already required.
- c. Where practical and desirable, driveways should be located on adjacent collector streets rather than on arterial streets.
- d. Driveway consolidation shall be encouraged through joint access agreements along arterials where standards a. through e. are exceeded.
- e. Full median breaks, where there is no adopted design, should provide access to collector streets and to major activity centers and should be not less than 200 feet from an adjacent intersection of an arterial or collector street, and not less than 1,000 feet between full median breaks on major arterials. Mid-block partial median breaks shall be discouraged on Major Arterials where they conflict with regional traffic or through-trip movements or create unacceptable safety risks.

Collector Street Standards

- a. Driveway access to major activity centers should be located no closer than 150 feet to the adjacent intersection of a collector or arterial street. (Measurement shall be from the curb return to the nearest edge of the driveway). If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located no less than 50 feet from the intersection. (Measurement shall be from

the curb return to the edge of the driveway). If more than one is requested to serve a property, the driveways shall be separated by 50 feet, measured edge to edge, not centerline to centerline.

- b. The distance between driveways and intersecting local streets should not be less than 300 feet. (Measurement shall be from the curb return to the nearest edge of the driveway). Where this spacing is not practical, the development shall provide acceptable traffic mitigation measures in addition to those already required.
 - c. Driveways to residential property along collectors should be consolidated whenever possible.
 - d. Concrete medians shall be provided on collectors where left turn control is needed and by painted medians on two-way left turn pockets where appropriate. Where concrete medians are provided, median breaks should be spaced not less than 300 feet apart.
21. The street network should provide a quick and efficient route for emergency vehicles, including police, fire and other vehicles, when responding to calls for service. The length of single-entry access routes shall be restricted.
22. Standards for new street development can be altered or refined through the specific plan or planned unit development process whether it can be demonstrated that projected traffic flows can be accommodated.
23. New street developments in areas of urban expansion should not be limited to a linear "grid system". Varied street layouts may be permitted where they are in conformance with the Circulation Plan.
24. City policy is to continue to provide a high level of service to the community. Therefore, the City designates Service Level "C" (ADT) as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council) as the minimum desirable service level at which arterial streets and collector streets should operate. All new facilities in these categories shall be designed to operate at this level or better for a period of at least 20 years following their construction.

25. Traffic studies should be required, when necessary, to determine mitigation measures necessary to mitigate traffic impacts.
26. Intersection improvements should be made to the existing major street system selectively through traffic engineering solutions rather than major structural improvements. This could include signalization, intersection channelization, use of directional signs, and diversion of traffic onto underutilized streets, or through sequential traffic signal timing.
27. City circulation system street alignments shall be coordinated with Tulare County circulation system street alignments.
28. In order to promote safe and efficient traffic flow throughout the City, traffic signals shall be spaced no closer than 1/4 mile on arterials except in unusual circumstances. The intersections of arterial and collector streets and the access driveways to major traffic generators shall be located so as to maintain this minimum spacing.
29. Tulare County should incorporate Dinuba's Circulation Element into its County-wide General Plan.
30. Promote the improvement of El Monte Way (Avenue 416) as the primary transportation access to the City from Highway 99. To this end, cooperate with Tulare County, Fresno County, and CalTrans to prepare plan lines and secure funding for right-of-way, additional lanes and signalization.
31. The ultimate development of El Monte Way (Avenue 416) should include four travel lanes from Highway 99 to the City.
32. Encourage CalTrans to improve directional signage to Dinuba from major Highway 99 exits.
33. The circulation system shall be designed and developed to minimize excessive noise impacts on sensitive land uses and traffic congestion which would increase the rate of vehicle emissions. Development shall mitigate noise and emission impacts [e.g. by constructing sound walls (where warranted), designing to minimize emissions, etc.].

34. Right-of-Way essential to the circulation system should be dedicated and/or developed to the appropriate extent and width when a zone change to a greater density, division of property or development occurs. The City shall have the County of Tulare apply the same requirements within the urban area boundary.
35. All land development proposals shall be reviewed to assure consistency with this Circulation Element.
36. Due to limited additional traffic carrying capacity of El Monte, development should be encouraged which utilizes Alta Avenue.

4.2 Street Improvements

Objective

- A. Protect rights-of-way for future street development by clearly defining the location of future rights-of-way and establishing street dedication requirements. Such method should minimize adverse impacts on adjacent properties and avoid imposition of street improvement requirements significantly in advance of need.

Policies, Standards

1. Adopt the official plan line process, as provided for in State Law, as the City's method of protecting rights-of-way for future street improvements.
2. Establish official plan lines for all arterial and collector streets included in the Circulation Element of the General Plan.
3. Official plan lines for El Monte Way, between Alta and Tulare, and for Alta Avenue, between El Monte Way and Vassar, should include potential abandonment or relocation of City streets which now intersect those streets at approximately a 45° angle.
4. Delay or transfer street improvement requirements resulting from the granting of an entitlement for properties located on future arterial or collector streets where the official plan line indicates delay of ultimate street improvements is appropriate.
5. Streets abutting new development shall be developed to handle bi-directional traffic and at least one parking lane. Arterial half

streets may be permitted when additional lanes are not necessary to support development. Half collector and local streets shall not be permitted.

4.3 Maintenance/ Construction

Objective

- A. Efficiently manage the construction and maintenance of the street and highway system.

Policies, Standards

1. Develop a 5-year Capital Improvement Plan to identify and provide adequate sources of funding for both maintenance and improvement of the street and highway system.
2. Develop a traffic monitoring system to assist in establishing a priority system for expending street and highway funds.

4.4 Traffic Safety

Objective

- A. Maximize the use of site planning techniques to improve traffic safety.

Policies, Standards

1. Limit access from residential developments along arterials by requiring development to back-on to such streets (with ornamental fencing, landscaping and waiver of access).
2. Discourage direct access to collector streets from residential areas except where physical circumstances do not allow other design solutions, or where opportunities exist to consolidate points of access for businesses and/or residences.
3. Require the use of street-type driveway approaches on collector and arterial streets for any development containing 20 or more parking spaces.
4. Promote and develop design standards for local streets to reduce right-of-way width and paving, and to utilize parkway strips.

5. Provide left hand-turn lanes where necessary for access from arterials into high traffic commercial or multi-family developments.
6. Project designs shall reflect options for reducing through traffic on local streets.
7. Promote design standards which allow for safe and efficient transport, delivery, loading and unloading of goods from service vehicles within commercial and industrial areas.
8. Develop street patterns for interior streets within new subdivisions to integrate neighborhoods and provide for continuous access routes. The City should discourage residential developments which have self contained street systems.
9. Where major new activity centers are proposed along major arterial and arterial streets, designs shall be encouraged which minimize construction along the property line or along the adopted set-back line, whichever is appropriate.
10. Developers shall mitigate traffic impacts associated with their projects to minimize the impacts to freeways, major arterials, arterials, and collector streets.
11. The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing major arterials, or arterials when development or change in intensity of development or land use occurs or when traffic operation or safety warrants.
12. Residential subdivisions shall be designed to encourage access from collector streets on minor collectors and discourage the use of local streets to bypass congested arterials.
13. Where major arterials, arterials, and collector streets are required, residential development shall be oriented away (side-on or rear-on) from such streets, and properly buffered so that the traffic carrying capacity on the street will be preserved and the residential environment protected from the adverse characteristics of the street.

14. Due to the traffic congestion which results from numerous points of ingress and egress along commercial streets, future commercial developments or modifications to existing developments shall be master planned with limited points of ingress and egress onto a major street. Ingress and egress to shopping centers should be carefully designed in order to promote traffic safety. Left-hand movements into and out of commercial areas should be minimized and existing points of ingress and egress shall be consolidated whenever possible.

4.5 Alternative Transportation Modes

Objective

- A. Promote the use of alternative modes of transportation.

Transit

Policies, Standards

1. Coordinate transit services with surrounding cities, and the County of Tulare, and Tulare County Association of Governments, and the Transportation Planning Agency.
2. Cooperate with the TCAG in providing transit service and planning to meet the social and economic needs of all segments of the community.
3. Provide reasonable accommodations for comfort and convenience for riders at major transit destinations so people can utilize the transit system safely and comfortably. The City shall determine such need based on site plan review procedure and other planning implementation methods.
4. Major arterials, arterials, and collectors will be designed to allow transit vehicles to pull out of traffic. This policy may be implemented with either a continuous parking lane with bus stops, or with special bus pull-out lanes.
5. Transit centers/stops shall be established to encourage the interface between commercial centers, alternate transportation modes, high density residential uses and the transit system.

6. Encourage transit alternatives to meet the basic transportation needs of the young, the elderly, the handicapped, and the person without access to an automobile.
7. Maintain opportunities for a transit center within the City where alternative transit modes would connect.
8. Encourage and provide for ride sharing, park and ride, and other similar commuter energy savings programs.
9. The City shall implement the Transit Development Plan to enhance service design and service delivery.

4.6 Bicycle Facilities

Objective

- A. Encourage the use of bicycles as a viable means of transportation.

Policies, Standards

1. Provide bikeway signing for Regional Bike Routes.
2. As the community grows and as need warrants, a bicycle plan and standard specifications for bicycle routes will be considered. As part of the planning effort, designated regional and county bikeways will be considered. If the City decides to incorporate off-street bike paths, an Ordinance or Resolution must be adopted.
3. Support the installation of bike parking racks at public and private places of assembly such as parks, schools, office buildings, churches, and retail commercial developments.
4. Promote bicycle safety education programs in elementary schools through the police and recreation departments.

4.7 Pedestrian Facilities

Objective

- A. Provide a safe walking environment for pedestrians.

Policies, Standards

1. Sidewalks, paths, and appropriate crosswalks should be located to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths should be developed to allow for unobstructed pedestrian flow from within a neighborhood.
2. Sidewalks shall be required in all areas of the community to accommodate pedestrian traffic, especially along routes with high pedestrian traffic such as schools, parks, and the Downtown area. Installation of these improvements shall be encouraged to the extent feasible in existing neighborhoods where they do not currently exist.
3. The City shall promote safe, convenient and accessible pedestrian ways within the community.
4. Where security walls or fences are proposed for residential developments along major arterials, arterials, or collector streets, pedestrian access will be provided between the major arterial, arterial, or collector, and the development to allow access to transit vehicles, commercial facilities, educational facilities, and recreation areas.
5. Street lighting shall be provided for all public streets.
6. Pedestrian signals should be provided at all traffic signal locations.
7. Adequate sidewalk maintenance should be assured. Owners of abutting property shall be responsible for maintenance of sidewalks. City shall work to assist property owners, where possible.

4.8 Rail Service

Objective

- A. Assure the continuation of railroad freight service to the City of Dinuba.

Policies, Standards

1. To preserve the viability of the Union Pacific rail corridor, uses or activities shall not be permitted to encroach so as to reduce the efficiency of the rail system.

4.9 Safety Standards

Objective

- A. Upgrade and maintain existing transportation corridors to meet urban safety standards.

Policies, Standards

1. Encourage the development of improved signalization and intersection design.
2. Utilize traffic control devices such as center medians and/or left turn pockets where appropriate and feasible.
3. Adequate street lighting and traffic control devices should be provided throughout the City to ensure safe and efficient mobility.
4. Signals should be timed and coordinated, where possible, to increase intersection performance, reduce truck traffic impacts and provide for efficient cross town traffic circulation.

4.10 Parking

Objective

- A. Promote a parking program that meets the needs of each land use type.

Policies, Standards

1. Adequate off-street parking shall be required of all commercial and industrial land uses to accommodate parking demand. Off-street parking shall also be required (and be used) of residential land uses to accommodate tenants.
2. Parking standards shall be evaluated for new downtown developments to ensure that parking requirements are satisfied within walking distance of such development.

3. Parking standards shall be evaluated to assess the potential for offering reduced parking requirements to developments that incorporate measures proven to reduce vehicular trips. Shared parking should be encouraged wherever possible.

4.11 Transportation System and Congestion Management

Objective

- A. Encourage the development of strategies for maximizing the efficiency of the existing street system.

Policies, Standards

1. The City shall encourage the use of energy efficient and non-polluting fuels and modes of transportation.
2. Transportation System Management and Transportation Demand Management strategy should be used to mitigate traffic and parking congestion. Public transit, traffic management, ridesharing and parking management are to be used to the greatest extent practicable to implement transportation management strategies.
3. Promote the long term shifting of peak hour commute trips from the single occupant automobile to ridesharing, buses, pedestrian, and bicycles.
4. Large developments shall be encouraged to incorporate transit passenger facilities, bicycle racks, lockers, shower facilities, as well as on site services (eating, mail, banking, etc.) as ways to reduce vehicle trips.

4.12 Maintenance and Integration

Objective

- A. Develop adequate maintenance programs for the community's transportation networks.

Policies, Standards

1. The community's transportation infrastructure, including streets, street lights, sewer, water, storm drains, and facilities shall be adequately maintained. The City shall maintain their facilities and encourage other utilities to adequately maintain their facilities.

2. The maintenance of the investment in the existing and future infrastructure is a high priority for the community.
3. The City shall maintain a high level of inter-governmental coordination and citizen participation in the circulation and transportation planning process and work with other agencies to assure that regional transportation plans are consistent with the City's General Plan.

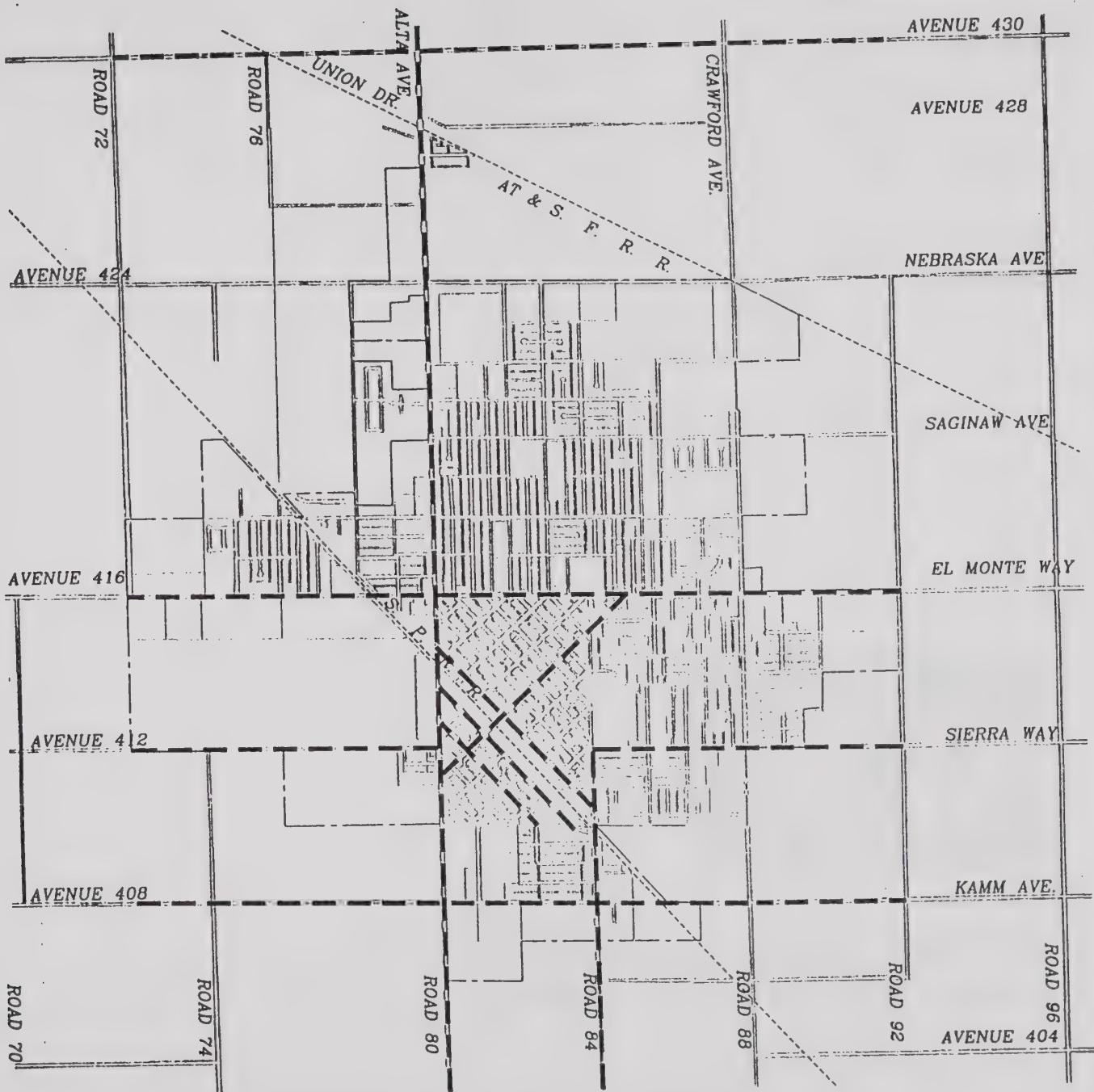
**4.13
Truck Route and
Truck Parking**

Objective

- A. Provide safe and efficient truck routes into and within the community.

Policies, Standards

1. Truck traffic shall be permitted on the designated arterials and collector streets only; as identified in the Circulation Element Truck Route Map. (See Figure 4-1)
2. Truck parking
 - a. Shall be discouraged on arterial/collector streets
 - b. Parking shall be prohibited in residential areas for vehicles in excess of 10,000 GVW, or higher than 8 feet.
3. The City shall encourage development of a truck terminal and parking facilities.



Legend

Truck Routes -----

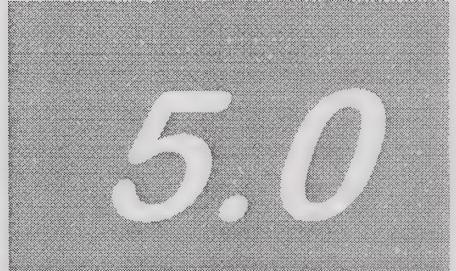


SOURCE: TRANSPORTATION PLANNING GROUP

QUAD

Dinuba Circulation Element
Truck Route Map

Figure
4-1



5.0

**OPEN SPACE, CONSERVATION
AND RECREATION ELEMENT**

5.0

OPEN SPACE, CONSERVATION AND RECREATION ELEMENT

5.1

Agriculture

Objectives

- A. To preserve prime farmland and farmland of statewide importance within the Dinuba Urban Area Boundary to support continued agricultural production.
- B. To provide a "greenbelt" around the City's perimeter to maintain the physical separation between the City of Dinuba and nearby communities, and to maintain the scenic beauty surrounding the City. The City should also establish "hard" edge growth phasing boundaries such as roadways, railroad right of ways, irrigation ditches, etc. to protect agriculture.

Policies, Standards

- 1. Assure the continuation of agricultural production as an important economic activity by establishing areas to be designated and maintained as part of the City's greenbelt.
- 2. New residential development shall be substantially contiguous to existing development. Development may not occur unless at least 35% of a parcel is contiguous to existing urban development. This measure is intended to help reduce the unnecessary removal of finite natural resources, such as prime soil, to reduce the cost of community services provided to residents, and to eliminate "leap frog" development.
- 3. Extension of urban improvements and services, including water, sewer lines and storm drain facilities, into agricultural

areas shall be managed as a means to direct the location and timing of new urban development.

4. The City will give preference to new development projects that are proposed for non-prime agricultural soils.
5. To protect human health from potential impacts due to agricultural spraying, dust, and traffic congestion, the City will encourage lower density developments adjacent to land planned for long-term agricultural uses.
6. Maintain a 20-acre minimum parcel size for agriculturally designated parcels to encourage viable agricultural operation and to prevent parcelization into rural residential or "ranchette" developments.
7. Increase residential densities through integration of small-scale duplexes into areas designated for single-family development, thereby reducing the need for conversion of prime agriculture land.

5.2 Natural Resources

Objectives

- A. To protect natural resources including groundwater, soils, and air quality, to meet the needs of present and future generations.
- B. Ensure that environmental hazards including potential flooding and impacts from agricultural practices are adequately addressed in the development process within the City and the Dinuba Urban Area Boundary.

Policies, Standards

1. To protect human health, the City groundwater resources will be monitored on a regular basis to test for bacteriological and toxic chemical components.
2. Protect areas of natural groundwater recharge from land uses and disposal methods which would degrade groundwater quality. Promote activities which combine stormwater control, and water recharges.

3. The City will expand programs that enhance groundwater recharge in order to maintain the groundwater supply, including the installation of detention ponds in new growth areas.
4. No development shall be approved in the City unless the development is, or can be served by the City sewer system.
5. Water conservation methods shall be continued.
6. To assist the City in meeting the clean air quality requirements of the federal and state Clean Air Acts, the City will provide community planning guidance to help reduce potential air quality impacts.
7. Promote biological diversity and the use of plant species compatible with the bio-region.
8. Removed trees shall be replaced with tree species specified on the City's Street Tree Master Plan.

5.3 Recreation

Objectives

- A. To provide recreational opportunities including local parks for all populations for the existing community, and projected population in future growth areas.

Policies, Standards

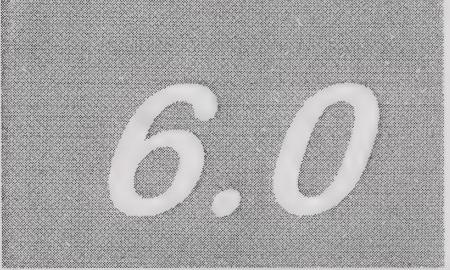
1. Provide adequate parks facilities distributed throughout the City to provide organized and informal recreation opportunities and open space for City residents.
2. Provide recreation programs that meet the needs of children, adults and senior citizens in the City.
3. Provide an appropriate ratio of passive and active uses in each park type. Ensure that all parks provide the potential for passive, restful relaxation. A major portion of some parks shall be for passive activity while a portion of other parks may be for active recreation.
4. Improvements to existing parks shall be primarily in the form of upgrading the quality of existing facilities and improvements to accommodate new residents. This shall be

achieved by either remodel or redevelopment. Facilities shall be constructed which are durable and require low maintenance, wherever possible.

5. Other improvements to existing parks shall be for the purpose of reducing maintenance cost, water use, improving safety and aesthetics.
6. In the Parks and Recreation Master Plan, there should be a balance between revitalization of existing facilities, parkland acquisition and development of new parks.
7. The standard park acreage for residents is 3.5 acres per 1000 people. This acreage may include school district property which is made available through cooperative agreements, park-ponds (to the extent that they are accessible and usable recreational areas), neighborhood parks, pocket parks, community parks and community recreational facilities. Priority should be given to development of property already owned by the City for park programs. The Community Services Commission feels that the standard park acreage of 3.5 acres per 1,000 people should be increased to 4.5 acres per 1,000 people. This will be reviewed when the Parks and Recreation Master Plan is updated. The City should also aggressively seek supplemental sources of revenue to develop property for parks.
8. Parks shall be located along collector roads wherever possible.
9. Where possible, parks should be developed in conjunction with school property to create a larger combined open space and recreation facility for the community and to reduce the costs for parks and recreation facilities.
10. Where possible, parks should be developed in conjunction with existing and future drainage basins to create a larger combined open space along with additional space for active and passive recreation. Existing park ponds should be adapted for park use where possible. Safety concerns must be addressed and adequate space at or above street level should be provided.

11. Park facilities should be provided in each quadrant of the City.
12. Neighborhood park facilities may be contained within community parks.
13. Provide active recreation facilities in several locations in the City to accommodate community needs.
14. Community facilities of a specialized nature may be developed to service the particular interest of the community.
15. Not all community facilities should occur at each community park; they should be based on need, and should occur at various City parks.
16. The active community sports facilities should be lighted for extended hours of use when it does not conflict with adjacent land uses.
17. The majority of City parks should have some active recreational facilities. These facilities may be a single ballfield, a pair of tennis courts, a group of horseshoe pits or a group picnic area. At the maximum level, these facilities may include a complex of ballfields, a sports center, or a swimming pool.
18. Parks shall be protected from intrusion by other uses. Areas designated for park sites shall be preserved through zoning or the specific plan process. Alternative sites to those shown on the Land Use map may be permitted through a General Plan Amendment.
19. The City will review the Parks and Recreation Master Plan at least every five years to consider changing priorities and schedules for acquisition and development to implement the General Plan.
20. The City will coordinate with public schools, private industry and commercial developers to attain maximum use and minimum duplication in the cost of park and recreation facilities.

21. Where a county-wide recreation need is demonstrated in an area adjacent to the City, cooperative park development programs shall be encouraged on a cost-sharing basis. Joint power agreements between Dinuba and County agencies may be developed to implement such parks with financial aid management obligations in proportion to each agency's responsibilities.
22. If a subdivision, site plan, general plan amendment or rezoning is proposed on land which is designated for potential park use, prior to entitlements, permits or other approvals, the City Council shall determine the feasibility of accelerating public acquisition of the property, or redesignate alternative areas.
23. When a site designated for a park is part of a subdivision map, the City may require the subdivider to dedicate the park area and prepare plans for its phased development. Development of the park proposal shall be consistent with this element and the Parks and Recreation Master Plan.
24. Aggressively seek State, Federal, and local grants to improve City recreation services and facilities.
25. Maintenance costs should be within the City's financial ability. Where necessary, the City may require the developer to establish financing mechanisms.
26. Support the establishment of public non-profit corporations with the purpose of promoting and supporting City park and recreation services and facilities for the general public.
27. Aggressively promote the use of volunteers and community groups for the provision of recreation programs, services, operation and maintenance and development of parks.
28. Efforts should be made to reuse abandoned railroad right of ways for regional recreational bike trails.



6.0

URBAN BOUNDARY ELEMENT

6.0

URBAN BOUNDARY ELEMENT

6.1

Urban Boundaries

Objectives

- A. Provide for an orderly and efficient transition from rural to urban land uses.
- B. Minimize urban sprawl and leap-frog development.
- C. Designate growth areas that can likely be served by foreseeable infrastructure improvements.

Policies, Standards

- 1. First priority shall be given to development of vacant, underdeveloped, and/or redevelopable land where urban services are or can be made available. Parcels should be substantially contiguous to existing development.
- 2. Identify and use natural and man-made edges such as local roadways and waterways, as urban development limits for growth phasing lines.
- 3. Utilize low density residential land uses as a buffer and transition between long-term agricultural uses and urban development.
- 4. Prohibit the premature conversion of agricultural lands where agricultural preserves are present.
- 5. Encourage the use of parks and open space to enhance gateways to the City.

6.2 Growth Policies

Objective

- A. Implement growth policies which will guide the timing, type, and location of growth, preserve resource lands, protect natural features and open space, and encourage techniques which encourage energy conservation.

Policies, Standards

1. Establish an Urban Area Boundary (UAB) which includes the City's ultimate physical boundary and service area for the next 20 years plus an urban reserve and greenbelt area comprising an additional 30 percent.
2. Establish an Urban Development Boundary as the urbanizable area within which a full-range of urban services will need to be extended to accommodate urban development. This boundary shall be established based on the following factors:
 - a. Adequate residential, commercial and industrial capacity for the planning period.
 - b. Inclusion of a 30 percent vacancy factor ("flexibility factor") for residential and commercial development.
 - c. Provision of adequate industrial land.
 - d. Adequacy of infrastructure including existing and planned capacity of sewerage system, treatment plant, water system, schools, roadways, and other urban services and facilities.
 - e. Community growth priorities.
3. Maintain separation between Dinuba and the Cutler-Orosi Area, and Fresno County through the establishment of a permanent Green Belt.

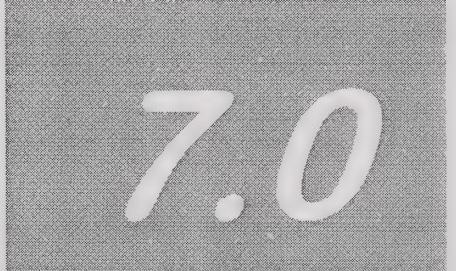
6.3 Growth Management Coordination

Objective

- A. Coordinate growth management planning and implementation with the County.

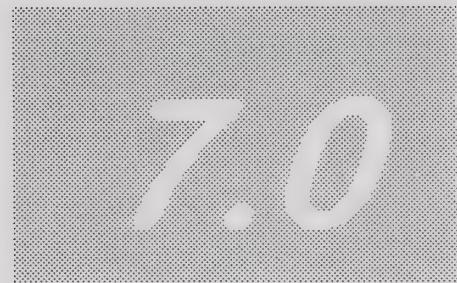
Policies, Standards

1. Encourage Tulare County to strictly limit the establishment of new or expanded developments in the Urban Area Boundary.



7.0

COMMUNITY DESIGN ELEMENT



COMMUNITY DESIGN ELEMENT

7.1

Gateways/ Streetscape Design

Objective

- A. Improve the appearance of city streets and reduce visual clutter along the City's main thoroughfares/corridors.

Policies, Standards

1. Promote a city-wide street tree planting program which enhances the appearance of the street and is scaled in relationship to the function of the roadway. Tree wells should be located and designed to maintain views for traffic and pedestrian safety.
2. The undergrounding of utilities along the City's main corridors is a priority. In developing areas where above-ground utility lines exist, new development projects shall place all utility lines underground. The City will also explore a range of options for undergrounding utilities in existing developed areas.
3. Preserve and protect views of the Sierras/foothills from the City's major roadways. Local streets should also be oriented to maximize such views.
4. Ensure all signs are compatible with the overall streetscape design including the redesign/removal of signs which are disruptive elements.
5. No new outdoor advertising billboards shall be allowed on Alta Avenue or El Monte Way within the limits of the urban area boundary.

6. Establish coordinated and distinctive signage, accent plantings and paving materials for entries into the City. Locations for this treatment include Alta and El Monte Avenues.
7. As primary entrances to the City, Alta Avenue and El Monte Way should reflect higher standards of development. Development standards shall be adopted for Alta and El Monte to improve these corridor's aesthetic quality. Standards should contain provisions for minimum building setbacks, landscaping, sidewalk pattern and street furniture, with distinctions made between upgrade of existing uses and new development. Proper orientation, design and architectural features shall be regulated through zoning and the site plan review process. The Precise Plan shall be used in the interim.

7.2 Residential Development

Objective

- A. Improve the appearance and condition of existing residential areas.

Existing Residential Development

Policies, Standards

1. Continue to use Community Development Block Grant funds within housing conservation areas to rehabilitate existing dwellings and to provide support for low- and moderate-income housing programs.
2. Pursue removal of vehicles on residential property which are abandoned, unregistered or in a state of disrepair. Review the adequacy of existing Zoning Code enforcement procedures pertaining to abandoned vehicles and expand the program where necessary.
3. Review the adequacy of existing Zoning Code enforcement procedures pertaining to alley maintenance. Expand the program as necessary to prohibit all use of public alleys for storage.
4. Encourage the planting of street trees in existing residential neighborhoods. Specific policies will also be included for street trees in new residential, commercial and industrial development.

New Residential Development

Objective

- B. Promote high quality new residential neighborhoods.

Policies, Standards

1. Encourage innovative site planning and housing design. The features that the community would like to see include landscaped parkways and sidewalks.
2. Require site plan review procedures for all multi-family residential development, including provisions for building setbacks, lot coverage, parking, access and circulation, outdoor lighting, signage, architecture and landscaping.
3. Encourage the planting of street trees in new single-family and multi-family residential subdivisions.
4. The following techniques should be used in the design of multi-family residential development:
 - (a) Varying front yard setbacks within the same structure;
 - (b) Staggered and/or reversed unit plans to provide variability in the outward appearance of the building(s);
 - (c) Building materials and design that ensure consistency with adjacent land uses and structures;
 - (d) Adequate open space and landscaping;
 - (e) Dense landscaping adjacent to buildings;
 - (f) Variety of orientations to the buildings to avoid monotony; and,
 - (g) Limitation on second story views to adjacent property.
5. Parking areas in multi-family residential projects should be visible from the units they serve and be located behind the building where possible. Long rows of garages or parking spaces should be avoided.
6. Landscaped finger planters should be provided after an average of every ten spaces and should, where possible, align with building entrances.

7.3 Commercial and Industrial Development

7. Second story views to adjacent land areas should be prohibited.
8. All new residential development shall include a landscaped parkway adjacent to the street curb.

Objective

- A. Ensure that all commercial development is attractive and of high-quality design, to enhance the image of the city.

Policies, Standards

1. Establish site plan review procedures for all commercial and industrial development, including provisions for building setbacks, lot coverage, parking, access and circulation, outdoor lighting, signage, and landscaping.
2. Promote rehabilitation of appropriate commercial sites and investigate funding opportunities for rehabilitation/remodeling of small businesses.
3. Strengthen Dinuba's sense of history by preserving historic structures throughout the community.
4. Buildings on a site should be linked visually through architectural style, colors and materials, signage, landscaping, design details such as light fixtures, and the use of arcades, trellis' or other open structures.
5. The height and scale of new development should be compatible with that of surrounding buildings where an established pattern or character is apparent. New development should provide a transition from the height of adjacent structures to the maximum height of new development.
6. Tall dominating structures should be broken up by creating horizontal emphasis through the use of trim, awnings, eaves or other ornamentation, and by using a combination of complementary colors.

7. All roof equipment shall be screened from a horizontal line of sight. Screening should be an integral part of the roof design and not appear as a "tacked on" afterthought. For flat roofs, a screen enclosure behind the parapet wall may be used if it is made to appear as an integral part of the structure's design. Ground or interior-mounted mechanical equipment (with appropriate screening) is encouraged as an alternative to roof-mounting.
8. Structures in pedestrian oriented areas should provide continuous storefronts at the ground level front elevation.
9. Entries should be protected from the elements and should create a focus or sense of entry for the building. Wall recesses, roof overhangs, canopies, arches, signs, and similar architectural features should be integral elements of the building's design calling attention to the importance of the entry.
10. Vertical mixed use projects, where residential uses are located above commercial or office uses, or office uses located above commercial uses, are encouraged.
11. Buildings should be designed with a precise concept for adequate signage. Signs should be integrated into the design of buildings and should compliment the architecture. All signage should be compatible with the building and site design relative to colors, materials and placement, and should respect established architectural and/or historical character.
12. Monument-type signs are preferred over tall pole signs for business identification, wherever possible. Where several tenants occupy the same site, individual wall mounted signs are appropriate in combination with a monument sign identifying the development. Custom signs which are unique and creative are encouraged, provided that the style of the sign complements the style and design of the building. Historic signs that are in themselves architectural features should be retained.
13. The planting of street trees is encouraged for all existing and new commercial and industrial development.
14. Buildings, landscaping, parking and other development features should be arranged in a manner that is compatible with the size, scale and appearance of nearby development.

15. Landscaped areas should be clustered on a site to maximize their effect on the public view.
16. Landscaping should be used to define areas such as entrances to buildings and parking lots, define edges of various land uses, provide transition between neighboring properties (buffering), and provide screening for outdoor storage, loading and equipment areas.
17. Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended purpose.
18. Areas of a site not utilized for parking, circulation, storage or other uses, should be landscaped.
19. Parking should be screened and visually subordinate to the development. Parking lots should not overwhelm views of a site and should incorporate landscaping for all areas not used for vehicle storage, access or circulation.
20. Site planning should emphasize a strong relationship to the adjoining street(s) and encourage pedestrian circulation and access. Pedestrian access should be separate from vehicular access, where feasible.
21. Site plans should provide safe and well-defined pedestrian connections from buildings to parking areas, from buildings to the adjoining street(s), and among buildings on the same site. Pedestrian connections between commercial development and surrounding residential neighborhoods should also be provided.
22. Buildings, sidewalks, and parking lots should be located to minimize conflicts between pedestrian and vehicular circulation on a site.
23. Loading and trash facilities should be located where they may be adequately screened from view (generally at the rear of the structures, away from the street).
24. Long expanses of fence should be offset and architecturally designed to prevent monotony. Landscaped pockets and limited openings should be provided along this wall.

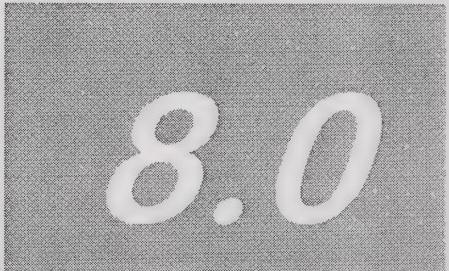
Objective

- B. Ensure that industrial development is attractive and of high-quality design, to enhance the image of the city.

Policies, Standards

1. Establish site plan review procedures for all new industrial development, including provisions for building setbacks, lot coverage, parking, access and circulation, outdoor lighting, signage, and landscaping.
2. Promote rehabilitation of appropriate industrial sites and investigate funding opportunities for rehabilitation/remodeling of small businesses.
3. Encourage the planting of street trees for existing and new industrial development.
4. Site design for new industrial development should consider the following:
 - (a) Controlled site access;
 - (b) Service, storage, and loading areas located at the rear or side of buildings;
 - (c) Screening of storage and outdoor work areas and equipment;
 - (d) Landscaping, signage and other features to emphasize the main entrance;
 - (e) Landscaping for all areas not developed for parking, storage, buildings, etc.
5. Design elements which are undesirable and should be avoided include:
 - (a) Large, blank, flat wall surfaces;
 - (b) Exposed, untreated precision block walls;
 - (c) Chain link fence and barbed wire;
 - (d) False fronts;
 - (e) "Stuck on" mansard roofs;
 - (f) Materials with high maintenance (such as stained wood, shingles or light gauge metal siding)
 - (g) Mirror window glazing

- (h) Loading doors facing the street; and
 - (i) Exposed roof drains.
6. Where industrial development abuts non-industrial uses, appropriate buffering techniques should be employed such as setbacks, screening landscaping, or some combination of these.
 7. An industrial site should accommodate all of its required parking on-site without the use of on-street parking.
 8. On-site circulation should be designed to provide safe and efficient access for delivery vehicles, visitors and employees, and pedestrians.
 9. Loading and delivery areas should be clearly marked with directional signage where multiple access points are provided.
 10. Loading areas should be designed to accommodate trucks without having to back onto or otherwise use the adjoining street.
 11. When security fencing is required, it should be a combination of solid pillars, or short solid wall segments, and wrought iron grill work.



8.0

NOISE ELEMENT

8.0

NOISE ELEMENT

Objectives

- A. Dinuba shall remain committed to preserving the community's noise environment.

Policies, Standards

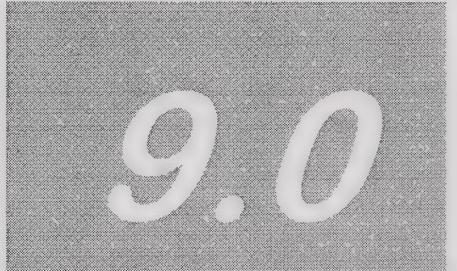
1. Areas within Dinuba shall be recognized as noise impacted if exposed to existing or projected future noise levels at the exterior of buildings which exceed 65 dB L_{dn} (or CNEL).
2. Noise sensitive land uses should be discouraged in noise impacted areas unless effective mitigation measures are incorporated into the specific design of such projects to reduce exterior noise levels to 65 dB L_{dn} (or CNEL) or less and 45 dB L_{tn} (or CNEL) or less within interior living spaces.
3. Industrial, commercial or other noise generating land uses (including roadways, railroads, and airports) should be discouraged if resulting noise levels will exceed 65 dB L_{dn} (or CNEL) at the boundary areas of planned or zoned noise sensitive land uses.
4. The City shall enforce applicable State Noise Insulation Standards (California Administrative Code, Title 24) and Uniform Building Code (UBC) noise requirements.
5. New equipment and vehicles purchased by the City should comply with noise level performance standards consistent with the best available noise reduction technology.

6. The preferred method of noise control used is thoughtful site design. Secondarily, noise control should be achieved through the use of artificial noise barriers. Site and building design guidelines may include:
 - a. Noise sensitive land uses should not front onto the primary noise source. Where this is not possible, the narrow portion of the building should face the primary noise source, and the interior layout should locate the most sensitive areas away from the noise source by placing garages, storage facilities, carports or other such areas nearest the noise source.
 - b. Site design should permit noise to pass around or through a development. This can be achieved by placing the narrow or convex portion of the structure toward the primary noise source.
 - c. Commercial and industrial structures should be designed so that any noise generated from the interior of the building is focused away from noise sensitive land uses.
 - d. Two story residential construction should be avoided, where possible, immediately adjacent to arterials or collectors unless an adequate combination of noise attenuation procedures are used.
 - e. When possible, residential cul de sacs should be perpendicular to adjacent arterials or collectors.
 - f. Loading and unloading activities for commercial uses should be conducted in an enclosed loading dock, preferably with a positive seal between the loading dock and trucks.
 7. The City shall review all relevant development plans, programs and proposals to ensure their conformance with the policy framework outlined in this Noise Element.
 8. Prior to the approval of a proposed development in a noise impacted area, or the development of an industrial, commercial or other noise generating land use in or near an area containing existing or planned noise sensitive land uses, an acoustical analysis may be required if all of the following findings are made:

- a. The existing or projected future noise exposure at the exterior of buildings which will contain noise sensitive uses or within proposed outdoor activity areas (patios, decks, backyards, pool areas, recreation areas, etc.) exceeds 65 dB L_{dN} (or CNEL).
- b. Interior residential noise levels resulting from offsite noise are estimated to exceed 45 dBA.
- c. Estimated or projected noise levels cannot be reduced to the noise exposure limitations specified in this Noise Element by the application of Standard Noise Reduction Methods.

When noise studies are necessary they should:

- a. Be the responsibility of the applicant.
- b. Be prepared by an individual or firm with demonstrable experience in the fields of environmental noise assessment and architectural acoustics.
- c. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
- d. Include estimated noise levels in terms of dB L_{dN} (or CNEL) for existing and projected future (10-30 year hence) conditions, with a comparison made to the adopted policies of the Noise Element.
- e. Include recommendations for appropriate mitigation measures to achieve compliance with the adopted policies and standards of the Noise Element.
- f. Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the adopted standards and policies of the Noise Element will not be achieved, a rationale for acceptance of the project must be provided.
- g. The acoustical analysis should be prepared as early in the project review or permitting process as possible, so that noise mitigation measures may be an integral part of the project design rather than an afterthought.



9.0

**PUBLIC SERVICES
AND FACILITIES ELEMENT**

9.0

PUBLIC SERVICES AND FACILITIES ELEMENT

9.1

Wastewater and Treatment Plant, Sanitary Sewer, Storm Drainage

Objectives

- A. Coordinate facilities and services planning to implement land use goals and objectives through the development of facilities and services.

Policies, Standards

1. Continue to coordinate community irrigation ditch issues with Alta Irrigation District, private ditch companies, private land owners, and public agencies. Require that irrigation ditches be piped prior to development on adjacent property.
2. Developers shall prepare an infrastructure and public services assessment as part of the annexation application determine infrastructure needs, feasibility, timing, and financing. It is the policy of the City that new growth shall pay its own way.
3. Prepare and implement Citywide infrastructure master plans which implement adopted land use goals, objectives and policies and federal and State regulations. These master plans shall be implemented through various funding mechanisms including assessment district, property owner's associations user fees, development impact fees, mitigation payments, reimbursement agreements and/or other mechanisms which provide for equitable distribution of development and maintenance costs.
4. Require the development and extension of infrastructure to proposed developments according to adopted elements and master plans. The City shall use reimbursement agreements or other

financing techniques to reimburse developments for any oversizing cost which may be required. Projects, which are not contiguous to existing urban development, shall be required to assess the cumulative impact of all non-contiguous development.

5. Coordinate urban growth management planning with public and private utilities.
6. Design runoff drainage structures to decrease erosion.
7. Urban development in floodway areas shall be in accordance with regulations of the Federal Emergency Management Agency.
8. All existing developments shall eventually convert to City sewer and water systems. Require residential development to hook up to City sewer.
9. Development fee credit may be given but shall not exceed the amount of fees.
10. Developers shall construct all tributary facilities necessary to connect to major facilities, -whether or not the major facilities have yet been constructed.
11. Temporary drainage facilities may be constructed by the developer if the major facilities are not available, subject to City determination and approval. The developer will also be required to pay all applicable drainage fees in addition to constructing temporary facilities at his own cost.
12. Temporary drainage facilities (ponding basins) shall be dedicated to the City, with a reversionary clause which specifies that if the basin is abandoned within ten years, the property would revert to the original owner, subject to redevelopment of the site satisfactory to the City.
13. Upon the collection of adequate funds, the City will install major facilities in accordance with the master plan at the locations deemed most essential by the City, with due regard for community needs and areas from which fees were collected. To make the best use of funds, growth shall be encouraged in areas where it is possible to develop facilities incrementally.

14. To encourage groundwater recharge, ponding basins shall be designed as retention basins. However, pumping facilities shall be included in such facilities to handle peak flows and to provide for disposal of storm water into irrigation ditches when necessary. Stormwater inflow into Alta Irrigation District's canals and pipelines shall be subject to existing or future agreements by and between the City of Dinuba and Alta Irrigation District specifying maximum inflow, maximum service area boundary and any other limitation thereto.
15. In order to address sewerage constraints on the easterly side of the community, new developments shall demonstrate that adequate sewerage capacity exists prior to development or that mitigation measures will insure that sewerage capacity will be created as part of the project. Mitigation measures may include installation of necessary facilities or other methods acceptable to the City. The City shall evaluate the availability of sewerage facilities for the northeast area of the community as part of a master plan for that area.
16. New municipal water wells should be planned which include pump, storage, pressure filtration and treatment equipment. These new wells should be located so that they will not conflict with planned residential neighborhoods. They should have design, screening, landscaping and architectural improvements which make them compatible with adjacent land uses.
17. The City shall require industrial sewage pretreatment to conserve biological treatment capacity at the wastewater treatment plant. Water conservation measures should also be encouraged for industrial, commercial and residential uses to preserve hydraulic capacity at the treatment plant and to reduce impacts to the sewerage system.
18. The City should require the connection of existing and new businesses, residents and industries to the City's water and sewer system. The City shall establish equitable fees which enable it to recover the costs of such connection and improvement of any private or independent systems to City Standards.

9.2 Health Care Facilities

Objective

- A. Facilitate a continued high level of health care services in the community.

Implementing Policies

1. Allow for the expansion of Alta District Hospital after their development of a Medical District Master Plan that provides for adequate parking opportunities, private medical offices and support facilities. The City shall facilitate development of a master plan for the northeast area of the community, generally located north of Nebraska and east of Alta, to integrate a new hospital facility, medical office uses, recreational uses, high quality residential uses, open space, and needed infrastructure. It is the intent of this policy to expedite this master plan through concurrent processing with any related General Plan amendments and needed environmental documents.

9.3 Local Government Facilities and Services

Objectives

- A. Provide high quality government facilities and services to the general public. The location of government facilities and services shall be directed to the Central Business District of the community to the greatest extent possible.

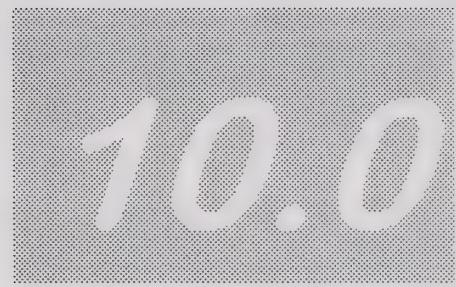
Policies, Standards

1. Maintain innovative solid waste service and programs.
2. Provide facilities according to the Public Safety Master Plan.
3. Ensure that the City's Capital Investment Plan is adequate to meet future growth and development needs in conformity with the goals, policies and objectives of the General Plan.
4. In conjunction with community parks, develop balanced services for each City quadrant with appropriate programs and services.



10.0

SAFETY ELEMENT



SAFETY ELEMENT

The following objectives and policies are excerpted from the *Safety Element of the Tulare County General Plan*. The objectives and policies have been adopted by the City of Dinuba and are incorporated in this General Plan Update.

10.1 Structural Safety Treatment Plant, Sanitary Sewer, Storm Drainage

Objective

- A. Maintain economic well being of structures and prevent structural damage.

Policies, Standards

1. It is a policy of the City of Dinuba to maintain an on-going active program designed to eliminate unfit, unhealthy, dangerous, structurally unsafe and fire hazardous housing units which are in such condition as to be reasonably beyond repair or rehabilitation. All departments or agencies having knowledge of such units or the vacancy of such units should notify the appropriate or concerned agencies.
2. It is the policy of the City of Dinuba to continue the program to have unsafe structures repaired or removed.
3. It is the policy of the City of Dinuba to give preference to those families that are displaced by code enforcement activities in the allocation of housing units that are produced by publicly assisted housing programs.

4. It is the policy of the City of Dinuba to encourage and assist families living in unsafe structures to find safer living units. It is policy to give priority, when possible, to locate those families in public housing programs.
5. The policies regarding unsafe and unsanitary structures as contained herein shall apply even more importantly to structures that are used by the public, such as restaurants and theaters and what is termed in this report "Critical Facilities".
6. It is the policy of the City of Dinuba, through the land use planning process and Building Department programs, to locate structures such as nursing homes, housing for the elderly, and other housing for the mentally and physically infirm within reasonable distance from fire stations and other emergency service providers.
7. It is the policy of the City of Dinuba to develop better standards for numbering buildings on private driveways so as to assist emergency service personnel in locating structures in case of disaster.
8. It is the policy of the City of Dinuba to encourage installation of a system of heat and/or smoke detection devices and encourage a sprinkler system and other fire suppression equipment including fire hoses and water storage tanks or fire hydrants for structures that exceed 7500 square feet in floor area for the following facilities:
 - a. Critical facilities (public buildings).
 - b. Permanent industrial facilities employing ten or more people on a year-round basis.
 - c. Housing for the elderly, children and mentally infirm.
 - d. Nursing homes and hospitals.
 - e. Structures where large amounts of chemicals or fuels are known to be stored and are considered to be significantly dangerous by the Fire Chief.
 - f. As required by the Fire Chief or other legislation.

9. It is the policy of the City of Dinuba to encourage a system of heat and/or smoke detection devices for the following facilities:
 - a. Existing homes.
 - b. New homes to be constructed.
 - c. Structures with high value storage capacity.
 - d. Mobilehomes.
 - e. Existing offices and other buildings.
10. It is the policy of the City of Dinuba to encourage fire alarm systems as referred to in this Element, to be tied directly and automatically to the Tulare county Fire Chief's alarm receiving center. This would apply to private companies that wish to have better protection as well as public buildings and other structures where the Fire Warden and/or the Building Inspector deem it necessary to have such protection.

10.2 Education and Disaster Preparedness

Objective

- A. Participate in regional education and disaster preparedness program.

Policies, Standards

1. It is the policy of the City of Dinuba to encourage fire and law enforcement departments to periodically conduct joint training exercises with the goal of developing the best possible coordinated action in fire suppression and crowd control.
2. The City of Dinuba shall maintain inventories of available resources to be used during disasters.
3. It is the policy of the City of Dinuba to continue to upgrade preparedness strategies and techniques at all levels of government in order to be prepared when natural or man-made disasters occur.
4. It is the policy of the City of Dinuba to work to reduce the possibilities of conflagration due to fire or a combination of fire, flood and seismic disasters, so that the objectives of the Insurance Services Office can be adequately met.

5. The City of Dinuba shall continue to coordinate a public education program in order to foster public awareness of fire hazards with the intention of reducing injury and loss of life, damage to property and degradation of the natural environment, particularly in conjunction with the public school system and "critical facility" personnel.
6. It is the policy of the City of Dinuba to carry out education programs through the public and private schools, the libraries, police and fire departments, and news media, civic organizations, and through various related City departments.
7. Education programs carried out by the City of Dinuba shall seek to reach all age groups, socio-economic classes, and both urban and rural residents. Education programs should be offered in both Spanish and English languages as appropriate.

10.3 Environment

Objective

- A. Promote safety standards which maintain the physical environmental.

Policies, Standards

1. It shall be the policy of the City of Dinuba to establish standards for locating and constructing fuel breaks and greenbelts in concurrence with other agencies.
2. The City of Dinuba shall continue to encourage weed abatement programs in order to promote fire safety.
3. It is the policy of the City of Dinuba to assist in solving the incendiary problem by improving present law enforcement and investigation equipment; adapting equipment available in other fields; and purchasing new equipment where needed.

10.4 Management and Funding

Objectives

- A. Maintain statistical information for safety issues.
- B. Establish responsibility and authority of agencies for emergency procedures.
- C. Provide cost-benefit analysis for participating agencies/jurisdictions.

Policies, Standards

1. It is the policy of the City of Dinuba to collect and keep fire data in a form that combines the following:
 - a. Number of fires by activity and area.
 - b. Number of users in the activity.
 - c. Number of fires by ignition index in State responsibility areas.
2. Damages and costs per fire should be computed and compiled by burn index and activity.
3. It is recommended that the City Fire Chief maintain statistical information in a form that can be geographically indexed for cost-benefit analysis by the City Council.
4. As part of the planning process, consideration shall be given to potential fire hazard. The Fire Chief may make recommendations regarding risk of hazard associated with the use of materials, types of structures, location of structures and subdivisions, road widths, location of fire hydrants, water supply and other important considerations regarding fire hazard that may be technically feasible but not included in present ordinances or policies.
5. It is the policy of the City of Dinuba to continue to implement the subdivision and zoning ordinances.
6. It is the policy of the City of Dinuba, in conjunction with the Tulare County Association of Governments, to participate in technical assistance programs.
7. It is the policy of the City of Dinuba to encourage the enlistment of the aid of courts, prosecuting attorneys, and the general public to make present laws more effective in dealing with the problems of illegal use of fire and fire causing practices.
8. It is the policy of the City of Dinuba to have a technically qualified communications officer to address the problem of communications within the County.
9. During major disasters, the primary coordinating official on behalf of the City shall be the City Manager.

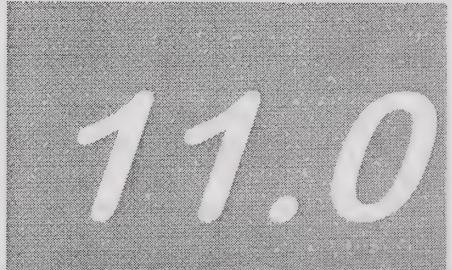
**10.5
Public Safety Standard**

Objective

- A. Adopt and implement safety standards for varying hazards.

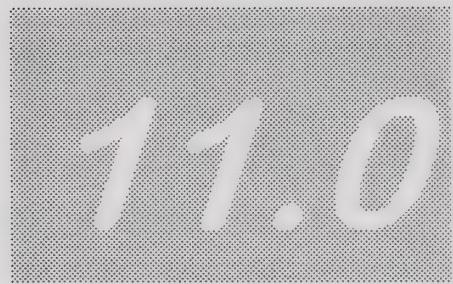
Policies, Standards

1. A 30 foot brush clearance zone around homes should be extended to greater distances where homes are situated on or near slopes. A formula should be adopted which relates percent of slope to width of brush clearance required and the formula should be included within the Zoning Ordinance.
2. Environmental Impact Reports should be required on all projects in areas of extreme hazard as defined herein (a project is defined within the California Environmental Quality act).
3. It is the policy of the City of Dinuba to require that water supply systems be related to the size and configuration of land developments. Standards as set forth in the current subdivision ordinance shall be maintained and improved as necessary.
4. Development proposals shall take into consideration required fire standards, particularly in regard to critical facilities.
5. It is the policy of the City of Dinuba to enforce Chapter 70 of the Uniform Building Code as it relates to grading.
6. The City's goal for fire services response shall be five minutes.
7. It is the policy of the City of Dinuba to enforce policies and objectives of the 1974 Housing and Community Development Act in order to insure safe and decent housing for low and moderate income families.



11.0

HOUSING ELEMENT



HOUSING ELEMENT

The following objectives and policies are excerpted from the 1992-1999 Dinuba Housing Element.

11.1 Affordable Housing

Objectives

- A. Facilitate the construction of non-market rate dwellings by 1997 which is the city of Dinuba's regional share.
- B. Facilitate the construction of market rate dwellings by 1997 which is the City of Dinuba's regional share.

Policies, Standards

1. Advocate and support proposed federal and state actions which will create a positive, stable climate for housing production.
2. Wherever appropriate, facilitate the use of federal or state programs which can assist in development of new housing consistent with identified City-wide housing needs and adopted local plans and programs.
3. Support efforts which serve to coordinate and improve the ability of the housing delivery system to effectively respond to local housing needs.
4. Accommodate and encourage development of a full range of housing types within the City.
5. Maintain a sufficient inventory of developable land to accommodate timely development of needed new housing supplies.

6. Encourage and participate in efforts designed to achieve economies and efficiencies which will facilitate the production of quality, affordable housing.
7. Promote balanced, orderly growth to minimize unnecessary developmental costs adding to the cost of housing.

11.2 Maintaining the Housing Environment

- ### **Objectives**
- A. Maintain community design and improvement standards that will provide for the development of safe, attractive, and functional housing developments and residential environments.
 - B. Maintain and update public service master plans, including water, sewer, and drainage.

Policies, Standards

1. Provide that new housing be constructed in accordance with design standards that will ensure the safety and integrity of each housing unit.
2. Encourage application of community design standards.
3. Manage new residential development within the context of a planning framework designed to minimize adverse impacts on the area's natural resource base and overall living environment.
4. Manage neighborhood environmental factors such as traffic flow, school locations, parks, and open spaces and other public uses to stabilize and upgrade neighborhoods and dwellings.

11.3 Housing Locations

Objective

- A. Designate sufficient land for residential development and residential reserves to provide 200 percent of the land required for new development through 1997.

Policies, Standards

1. Review and update the Dinuba General Plan on a regular basis to ensure that growth trends are accommodated.

2. Encourage the development of various types of housing opportunities in all residential areas.
3. Establish density bonus procedures that encourage the provision of affordable housing.

11.4 Maintenance of Existing Housing

Objectives

- A. Rehabilitate an annual average of ten dwellings for very low and low-income households, through 1997.
- B. Conserve existing dwellings for very low and low-income households through 1997.
- C. Encourage the participation of Self-Help Enterprises and other non-profit developers to assist in the rehabilitation and conservation of housing within Dinuba.

Policies, Standards

1. Monitor housing stock quality to maintain a current inventory of all substandard housing units.
2. Provide for removal of all unsafe, substandard dwelling which cannot be economically repaired.
3. Encourage development of sound new housing on vacant land within existing neighborhoods which have the necessary service infrastructure.
4. Support and encourage all public and private efforts to rehabilitate and improve the existing housing stock.
5. Promote public awareness of the need for housing and neighborhood conservation.
6. Manager public housing projects to ensure proper maintenance of the area's public housing inventory.
7. Support actions which foster and maintain high levels of owner-occupancy, particularly in those neighborhoods in which housing quality is declining.

8. Promote development of public policies and regulations which provide incentives for proper maintenance of owner-occupied and rental housing.
9. Manage development of land within and adjacent to existing neighborhoods to avoid potentially adverse impacts on the living environment.
10. Encourage proper maintenance of essential public services and facilities in residential developments.
11. Encourage available public and private housing rehabilitation assistance programs where such action is needed to ensure preservation of the living environment.
12. Facilitate maximum utilization of federal and state programs which can assist lower income homeowners to properly maintain their dwelling units.

11.5 Safe and Decent Housing

Objectives

- A. Facilitate the provision of homeowner and rental assistance to very low and low-income households.
- B. Research and apply for housing assistance from applicable federal and state housing programs.

Policies, Standards

1. Encourage enforcement of fair housing laws throughout the City.
2. Support programs which increase employment and economic opportunities.
3. Encourage development of a range of housing for all income levels in proximity to existing and planned employment centers.
4. Encourage full utilization of federal and state housing assistance programs which can enable those persons with unmet housing needs to obtain decent housing at prices they can afford.

5. Support the development of housing plans and programs, including new government subsidized housing, which maximizes housing choice for minorities and lower income households commensurate with need.
6. Whenever possible, implement adopted land development and resource management policies without imposing regulations which have the effect of excluding housing for lower income groups.
7. Develop record keeping methods to track the City's accomplishments in meeting its non-market rate housing need allocation.

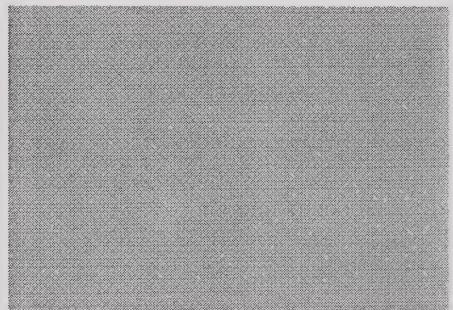
11.6 Energy Conservation

Objective

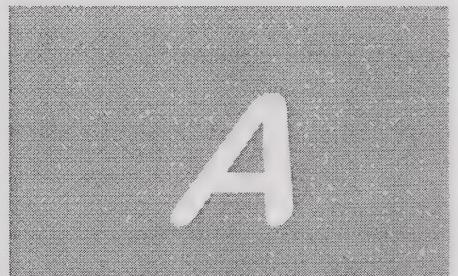
- A. Maintain local ordinances to promote energy conservation.

Policies, Standards

1. Advocate and support proposed federal and state actions to promote energy conservation.
2. Promote public awareness of the need for energy conservation.
3. Promote development of public policies and regulations that achieve a high level of energy conservation in all new and rehabilitated housing units.
4. Encourage maximum utilization of federal and state programs which assist homeowners in providing energy conservation measures.



APPENDICES



PLANNING PRINCIPLES

City of Dinuba - Planning Principles

The following principles will be used to focus the General Plan. The feasibility of each of these items should be further investigated as the update continues. They will, in many cases, lead to more specific policies and concrete implementation measures to be included in the General Plan.

Community Character

1. Dinuba is a small town with small town qualities. These characteristics should be protected and enhanced as the City's future is planned.
2. The General Plan that is adopted by the City must be implemented and enforced.

Agriculture

3. Dinuba is connected to the surrounding agricultural lands. First, the farming environment, especially the fruit orchards and vineyards, provide a pleasant and often beautiful rural context for the City that residents and visitors enjoy. Second, much of the towns economic base is related to agriculture, both directly and indirectly. Thus, protection of agricultural activities around the City and in the region is important.
4. Agricultural activities and residences can impact one another. For example, noise, dust or spraying associated with farming could adversely affect housing; in turn, complaints from residents can sometimes impede efficient cultivation practices. Therefore, the interface or boundary between agriculture and new development must be carefully considered.
5. Dinuba is a historical town with links to its agriculture, irrigation district and railroad heritage. This heritage should be acknowledged and reflected in plans for the City's future. Examples of how this might occur include the protection and upgrading of historical structures and the use of irrigation, farming and railroad themes in redevelopment strategies.
6. Although Dinuba has an agricultural heritage, the presence of farm animals in residential areas has caused problems. The most commonly cited examples are roosters that disturb neighbors. Consideration of ways to better regulate these kinds of animals so as to minimize unreasonable impacts on neighbors should be part of the planning process.

Community Design

7. The principal entrances to Dinuba should be developed with "gateways" which announce that one has entered the City. Elements of such gateway treatments can include structures, special landscaping and signs, but should also include litter control to create a pleasing appearance. A related issue is the presence of dilapidated building and derelict equipment and vehicles visible along the main routes into town. Improving the appearance of these corridors may involve a cooperative effort with the County. Gateways to the downtown should also be well marked.

8. Property maintenance is a problem in parts of Dinuba. Sometimes, old cars or farm equipment are left in conspicuous places, marring the aesthetic environment and decreasing property values. Ways to encourage or require property upkeep should be considered in the General Plan; furthermore, the Plan should encourage -- not inhibit -- continued investment in the City's residential and commercial districts. One specific example of a common eye sore is the presence of shopping carts in yards and in alleys. Ways to improve this situation should be explored by the City.
9. The City should encourage private maintenance of existing alleys to reduce blight.
10. Dinuba has a quiet ambiance; this should be protected in the future. One specific example of nuisance noise is excessive loud music blaring from vehicles. The community should establish and enforce noise standards to help maintain the peaceful environment.
11. The City's central location, with proximity to the mountains and river particularly, is viewed as an important asset. However, access through town, especially on Alta Avenue and El Monte Avenue were cited as a growing concern. The General Plan will evaluate the existing and projected traffic levels to provide for the improved circulation.
12. The City's existing street pattern limits access to some residential neighborhoods. Greater access with good, clear connections to the City should be provided to these areas where possible.
13. In addition, the existence of "half-streets" creates hazards and inconvenience to residents. The Plan should consider ways to avoid these problems in the future and ideas for correcting existing deficiencies.
14. Truck routes (and truck parking) should be reviewed periodically to fit the changing dynamics of the community; to better control conflicts between trucks and other traffic and to minimize impacts on residential areas.
15. In addition to automobile circulation, the General Plan must address other transportation modes. Of particular interest in Dinuba are an expanded bicycle route system and additional transit opportunities. Increasing the frequency of buses, having longer hours and more convenient stops is desirable for the City's existing transit system.
16. The downtown has experienced a revitalization that Dinuba should be proud of. Nonetheless, further work is necessary to fully realize the downtown's potential. In particular, encouraging a more diverse range of commercial uses is important, along with increased activities (such as a farmers market and other special events) and more activities in the evening (such as more restaurants and a movie theater). The General Plan should build on the good work already done to improve downtown toward further revitalization. Care should also be taken in planning for commercial areas outside the downtown so that such areas do not unreasonably drain the economic potential from the City's core commercial district.
17. A strong economy is important to quality of life. Industries that provide good paying jobs and economic stability are especially valuable. The City should continue to provide for these types of businesses. Dinuba has historically accommodated the commerce and industrial needs of the surrounding agricultural area. These kinds of uses should continue to be encouraged.

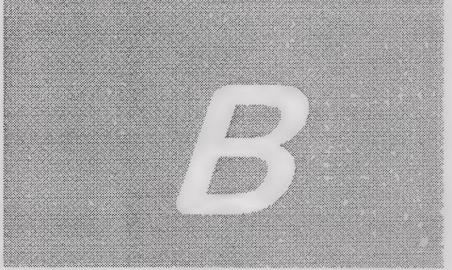
Public Safety & Public Facilities

18. Citizens repeatedly cited the police and fire services as important positive elements in Dinuba. The General Plan should be sensitive to providing adequate facilities and staffing for public protection as the City grows into the future.
19. Dinuba's population is diverse, and within that diversity there remains an atmosphere of friendliness and cooperation toward the common good. This is based on a number of important factors including good schools and recreational programs for youth, active service clubs and churches, and civic involvement through Project Pride and other programs. This is further enhanced by the working partnership between the City and school district. The General Plan should reinforce efforts to maintain this neighborliness in a true community.
20. The City can also foster this valued sense of community by providing opportunities for social activities and interaction, through parks and recreational facilities, public open spaces and plazas, and by supporting community festivities and events.
21. The quality of life for all residents is critically important, but enhancing the opportunities for the community's children is especially so. The General Plan should help address the needs of Dinuba's youth. Examples can include planning for adequate schools and related educational facilities; providing for adequate parks and recreational programs; encouraging a wider variety of activities for youths; planning for safe and efficient transit.
22. Among the City's most important assets are its parks and recreational facilities and programs. The General Plan should support and enhance these. Expanding the range of family oriented recreational facilities will be important; many people would like to see, for example, a golf course, more tennis courts, and bike trails.
23. The General Plan should provide guidance with regard to the appropriate location for different types of public facilities. Locational criteria may include the relationship of the facility to the neighborhood or area being served, good public access to the building or facility, the interrelationship among different public uses or functions, and the ability of public facilities to stimulate associated private development or investment.
24. In the future, education and information access will be even more important. The library is valuable in these areas. Extension of the library's hours and expanding the types and numbers of resources is desirable. The City, school district and County should work towards ensuring that the library remains a resource to Dinuba's residents.
25. The City's climate is generally viewed as favorable, but summer heat and winter fog are unavoidable aspects of Dinuba's weather pattern. The General Plan should acknowledge these environmental elements and consider them in its recommended policies and programs. For example, the Plan can encourage more shade trees and narrower streets in new residential areas, and the provision of shading in new commercial projects. It can help plan for safer lighting and walkways to better protect people under foggy conditions. Ideas include lighted signs and crosswalks near schools, hazard/flashing lights at dangerous intersections, reflective road treatments, and street lighting.

26. Better street lighting, and road maintenance, storm drainage, curbs, gutters, crosswalks, and sidewalks are needed in certain commercial and residential areas.
27. While it is important to think expansively about the town's future, the Plan should be practical. An important element of this practicality is the City's financial position. Therefore, the General Plan should strive toward enhancing Dinuba's fiscal resources so that the public facilities and services desired by the community can be paid for.
28. Concerns about stray dogs and cats suggest that stronger animal control regulations and/or implementation should be considered.
29. The City should work with the Post Office to encourage the extension of time of operation, including specifically the possibility of some Saturday and evening hours.
30. Accessibility to public facilities for all is important. Accordingly, access for handicapped persons should be provided in all public facilities. One specific example cited as needing improvements was Rose Ann Vuich Park. In addition, the City should continue to require new development to meet accessibility standards when reviewing and approving projects and should monitor and enforce such requirements.

City Form

31. The City should continue to work toward the elimination/annexation of existing County islands.
32. New development should expand outward from the existing City center without "leap-frogging" to non-contiguous sites.
33. The General Plan should ensure that land uses near each other are compatible and that new buildings fit within their contexts. The General Plan will eventually become the basis for appropriate zoning to implement land use and design compatibility.



B

REFERENCES

REFERENCES

Literature Cited

- Barbour, M. G., and J. Major, editors. 1988. Terrestrial Vegetation of California. Calif. Native Plant Soc. Spec. Publ. No. 9. 1002pp + Suppl.
- Belanger, L., and R. Couture. 1988. Use of man-made ponds by dabbling duck broods. *J. Wildl. Manage.* 52(4):718-723.
- California Department of Conservation, "Fault-Rupture Hazard Zones in California", Revised 1990.
- California Department of Fish and Game (CDFG), Letter From CDFG, Region 4, Fresno, to County of Tulare, commenting on Notice of Preparation of Draft EIR, Traver Wastewater Collection, Treatment, and Disposal Facility, regarding potential outbreaks of avian diseases resulting from proposed sewage disposal ponds, November 3, 1987.
- California Department of Fish and Game (CDFG). 1990. California Natural Diversity Data Base Special Animals (April 1990), Sacramento, CA. 22 pp.
- Crampton, B. 1974. Grasses in California. *Calif. Nat. Hist. Guide No. 33.* Univ. of Calif. Press, Berkeley, CA. 178pp.
- Dinuba, City of , "Housing Element, 1992-1999", as amended November, 1995.
- Dornbush, J. N., and J. R. Anderson. 1964. Ducks on the wastewater pond. *Water and Sewage Works* 3(6):271-276.
- Eng, L. L., D. Belk, and C.H. Eriksen. 1990. California *Anostraca*: Distribution, habitat, and status. *Journal of Crustacean Biology* 10(2): 247-277.
- Federal Emergency Management Agency, Flood Insurance Study City of Dinuba, May, 1982
- Friend, Milton. 1982. Wildlife Health Implications of Sewage Disposal in Wetlands. Paper presented at the Ecological Considerations in Wetlands Treatment of Municipal Wastewater Workshop, University of Massachusetts, Amherst, June, 1982.
- Holland, R. F. 1986. Preliminary descriptions of the terrestrial natural communities of California. Calif. Dept. of Fish and Game, Nongame-Heritage Prog. Sacramento, CA. 156pp.
- Hughes, Heiss & Associates, "Police and Fire Department Master Plans, City of Dinuba", January 1993.
- Jameson, E. W. Jr., and H. J. Peeters. 1988. California mammals. Univ. of Calif. Press.

Jepson, W. L. 1910. The silva of California. Univ. Calif. Mem., Vol. 2. 480pp. (Unable to see volume; depending on Barbour and Major (1988) for information from Jepson).

Land Use Associates, "Southwest Dinuba Specific Plan", March 1992

Land Use Associates, City of Dinuba, General Plan, August, 1988.

Phase 1 Application Services, "Developer Fee Justification Document for Dinuba Public Schools", March 1996

Public Economics, "Unification Feasibility Study for Dinuba Public Schools", June, 1996

QUAD Engineering/John Carollo Engineers, "Water and Sewer Rate Study, City of Dinuba," January 1992.

QUAD Engineering, "City of Dinuba Storm Drainage Master Plan", June 1989.

Skinner, M. W., and B. M. Pavlik, eds.. 1994. Inventory of rare and endangered vascular plants of California. Special Publication No. 1 (fifth edition). California Native Plant Society. Sacramento, CA.

Stebbins, R. C. 1985. A field guide to Western reptiles and amphibians. Houghton Mifflin Company, Boston, MA. 336 pp.

Tulare, County of, "Rural Valley Lands Plan", as Amended May, 1995.

Tulare, County of, Urban Boundaries Element of the Tulare County General Plan" March, 1988

U.S. Fish and Wildlife Service. 1984. Valley elderberry longhorn beetle recovery plan. U.S. Fish and Wildlife Service, Portland, Oregon. 62 pp.

Zeiner, D. C., W. F. Laudenslayer, Jr., K. E. Mayer. 1988. California's wildlife- Volume 1 Amphibians and reptiles. Department of Fish and Game, Sacramento, California. 272 pp.

LIST OF PERSONS CONTACTED

Garispe, Alice, Administrative Assistant, Dinuba Public School System

Meinart, Daniel, Community Development Director, City of Dinuba

Chute, Miles, Fire Chief, City of Dinuba

Perez, Emilio, Police Chief, City of Dinuba

U.C. BERKELEY LIBRARIES



C101692788

